

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	1
BRM-9003(894)		ILLINOIS	CONTRACT NO. 61D15	

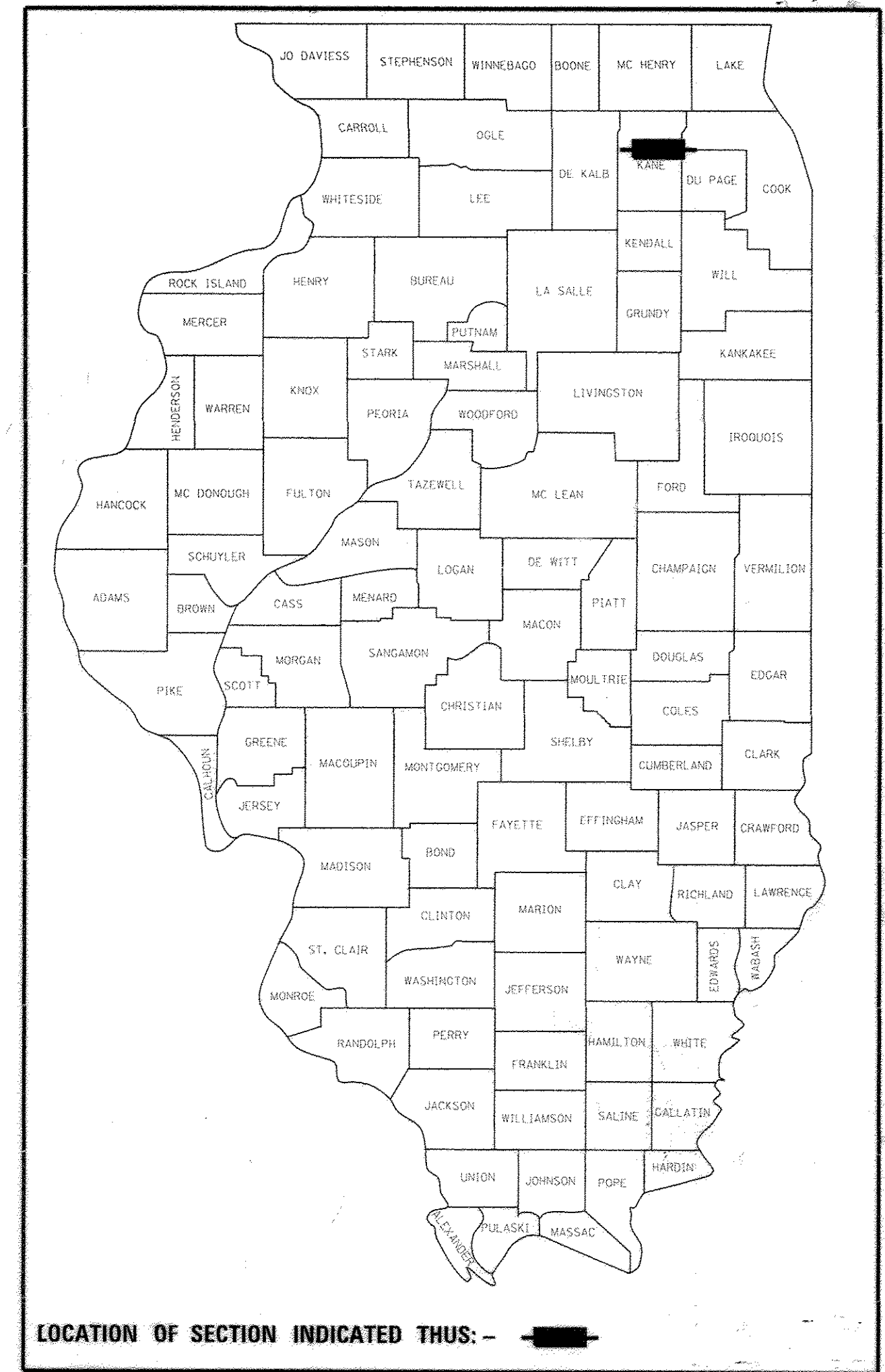
FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

PLANS FOR PROPOSED FEDERAL AID PROJECT

FAP 537 (McDONALD ROAD)
OVER OTTER CREEK
SECTION: 11-00038-00-BR
PROJECT: BRM-9003(895)
BRIDGE REPLACEMENT
VILLAGE OF SOUTH ELGIN
KANE COUNTY

C-91-168-12
LOCATION MAP



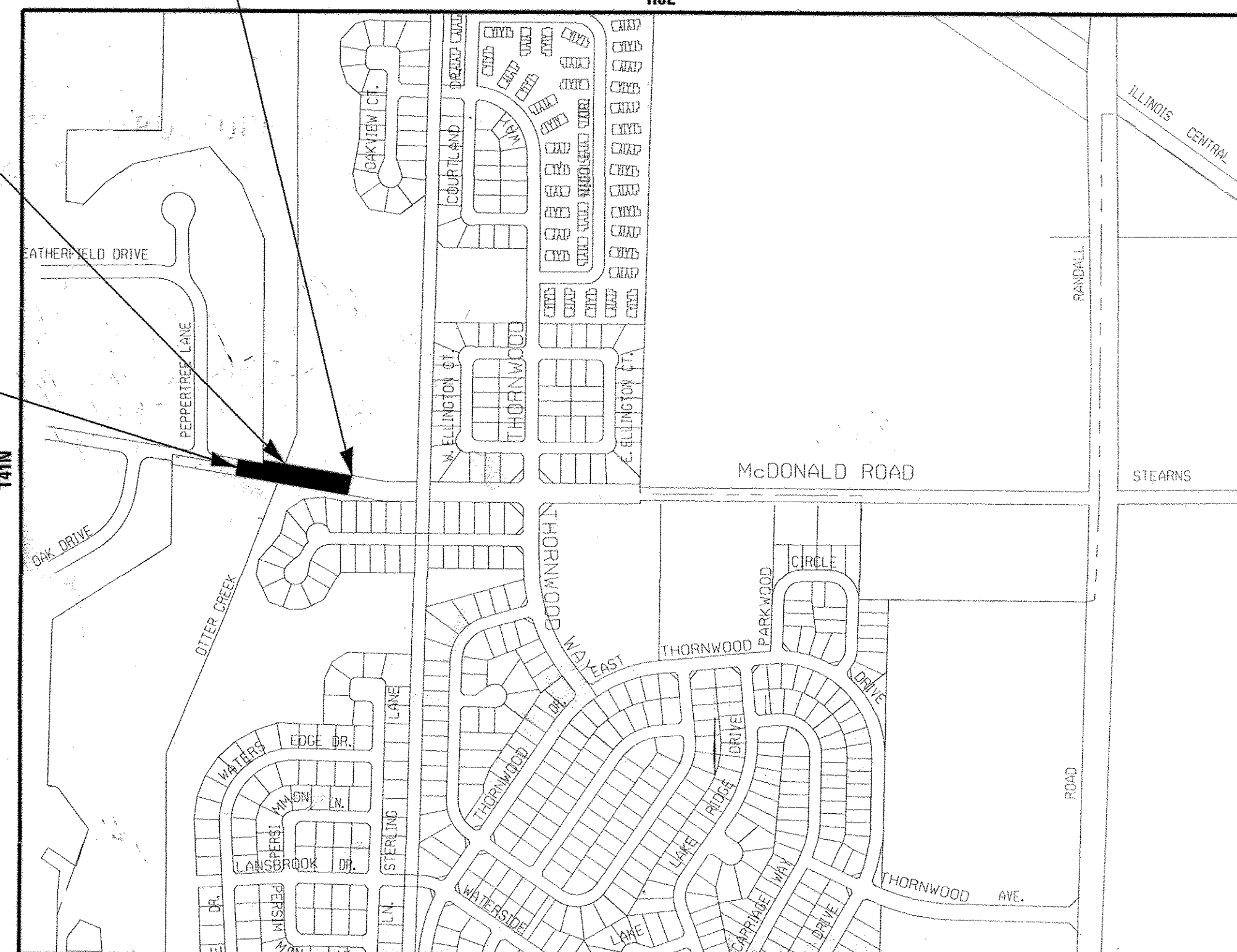
TRAFFIC DATA

McDONALD ROAD
ADT (YEAR) = 14,000 (2040)
DESIGN / POSTED SPEED: 40 MPH
DESIGN DESIGNATION: ARTERIAL

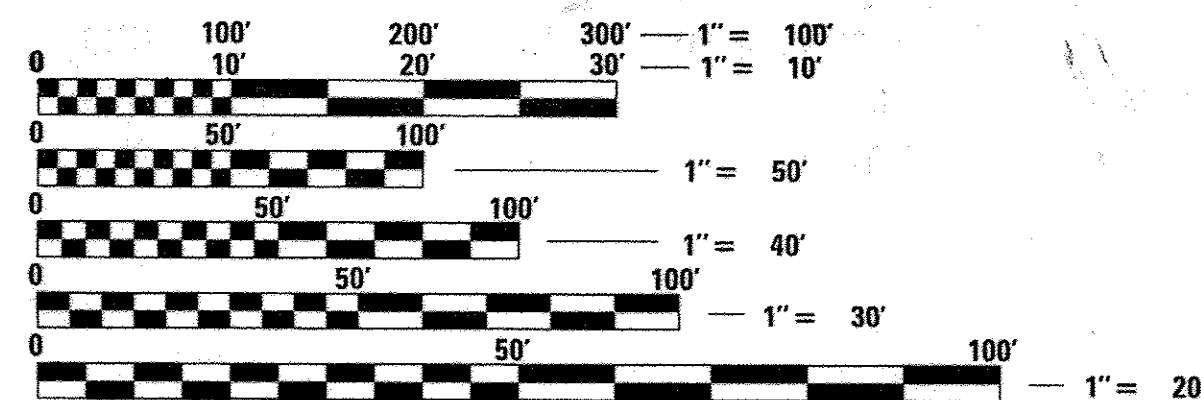
IMPROVEMENT ENDS
McDONALD ROAD
STA 23+68

EXISTING STRUCTURE SN 045-3050
PROPOSED STRUCTURE SN 045-3054

IMPROVEMENT BEGINS
McDONALD ROAD
STA 16+15



(OPTION) SECTION 19, T42N, R5E, OF THE THIRD PRINCIPAL MERIDIAN
GROSS LENGTH = 753 FT. = 0.14 MILE
NET LENGTH = 753 FT. = 0.14 MILE



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E. DESIGN STAGE REQUEST
DIG. No. X7381191



CONTACT JULIE AT 811 OR 800-892-0123 WITH THE FOLLOWING:
COUNTY = KANE
CITY-TWNSHP. = SOUTH ELGIN - ELGIN
SEC. & 1/4 SEC. NO. =
48 HOURS (2 working days) BEFORE YOU DIG

CONTRACT NO. 61D15

DANIEL J. SCHIG
62-062227
LICENSED PROFESSIONAL ENGINEER OF
STATE OF ILLINOIS
4/14/16
PROJECT MANAGER
"LICENSE EXPIRES 11-30-2017"

ADAM M. WOODS
62-067419
LICENSED PROFESSIONAL ENGINEER OF
STATE OF ILLINOIS
4/14/16
PROJECT ENGINEER
"LICENSE EXPIRES 11-30-2017"

BRANDON L. BUZZI
081-006358
LICENSED STRUCTURAL ENGINEER OF
STATE OF ILLINOIS
6/14/16
PROJECT ENGINEER
"LICENSE EXPIRES 11-30-2016"

STEVEN M. VERSEMAN
62-39372
LICENSED PROFESSIONAL ENGINEER OF
STATE OF ILLINOIS
6-17-16
PROJECT ENGINEER
"LICENSE EXPIRES 11-30-2017"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED *6-17-16*
[Signature]
VILLAGE OF SOUTH ELGIN

PASSED July 6, 2016
[Signature]
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID
BASED ON LIMITED REVIEW
July 12, 2016
[Signature]
REGIONAL ENGINEER

BAXTER & WOODMAN
Consulting Engineers

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OF THE STATE OF ILLINOIS

B&W PROJECT NO.: 110405 DATE: 4-22-16

PROGRAM OFFICE ENGINEER CHARLES F. RIDDLE, P.E. (847-705-4406), SCHAMBERG, IL.


HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
406201-01	MAILBOX TURNOUT
420406	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
424016-02	MID-BLOCK CURB RAMPS FOR SIDEWALKS
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
515001-03	NAME PLATE FOR BRIDGES
542001-06	CONCRETE END SECTIONS FOR PIPE CULVERTS 15" (375 mm) THRU 84" (2100 mm) DIA.
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
542311-06	TRAVERSABLE PIPE GRATE
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAINS
606001-06	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630001-10	STEEL PLATE BEAM GUARDRAIL
630301-06	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-09	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-14	TRAFFIC BARRIER TERMINAL, TYPE 6
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-05	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
725001	OBJECT AND TERMINAL MARKERS
728001-01	TELESCOPING STEEL SIGN SUPPORT
780001-05	TYPICAL PAVEMENT MARKINGS
782006	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
B.L.R. 21-9	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL
B.L.R. 22-7	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL
B.L.R. 24-2	MAILBOX TURNOUT FOR LOCAL ROADS

INDEX OF SHEETS

SHEET NO.	TITLE
1	COVER SHEET
2	INDEX OF SHEETS, HIGHWAY STANDARDS, AND DISTRICT ONE DETAILS
3	GENERAL NOTES
4 - 8	SUMMARY OF QUANTITIES AND EARTHWORK SCHEDULE
9	TYPICAL SECTIONS AND HOT-MIX ASPHALT MIXTURE REQUIREMENTS
10 - 11	ALIGNMENT AND TIES AND BENCHMARKS
12 - 13	REMOVAL PLAN
14 - 15	PLAN AND PROFILE
16	PROFILE - SHARED USE PATHS
17	SUGGESTED MAINTENANCE OF TRAFFIC GENERAL NOTES
18	MAINTENANCE OF TRAFFIC DETOUR PLAN
19	SOIL EROSION AND SEDIMENT CONTROL NOTES
20	EROSION CONTROL PLAN
21 - 22	EROSION CONTROL DETAILS
23 - 25	DRAINAGE AND UTILITY
26	PAVEMENT MARKING AND SIGNAGE PLAN
27	HIGHWAY PLAT
28	GRADING PLAN
29	LANDSCAPING PLAN
30	GENERAL PLAN STRUCTURE NO. 045-3054
31	GENERAL DATA STRUCTURE NO. 045-3054
32 - 33	TOP OF SLAB ELEVATIONS STRUCTURE NO. 045-3054
34	TOP OF WEST APPROACH SLAB ELEVATIONS STRUCTURE NO. 045-3054
35	TOP OF EAST APPROACH SLAB ELEVATIONS STRUCTURE NO. 045-3054
36	SUPERSTRUCTURE STRUCTURE NO. 045-3054
37	SUPERSTRUCTURE DETAILS STRUCTURE NO. 045-3054
38	DIAPHRAGM DETAILS STRUCTURE NO. 045-3054
39 - 40	BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 045-3054
41	FRAMING DETAILS STRUCTURE NO. 045-3054
42	IL36N BEAM STRUCTURE NO. 045-3054
43	IL36N BEAM DETAILS STRUCTURE NO. 045-3054
44	WEST ABUTMENT STRUCTURE NO. 045-3054
45	EAST ABUTMENT STRUCTURE NO. 045-3054
46	HP PILE DETAILS STRUCTURE NO. 045-3054
47	PEDESTRIAN RAILING DETAILS STRUCTURE NO. 045-3054
48	CONCRETE STAIR & RAILING DETAILS STRUCTURE NO. 045-3054
49	SLOPE WALL DETAILS STRUCTURE NO. 045-3054
50 - 51	BORING LOGS STRUCTURE NO. 045-3054
52	REINFORCED SOIL SLOPE SYSTEM STRUCTURE NO. 045-3054
53	LIGHTING PLAN
54	LIGHTING DETAILS AND LIGHTING CONTROLLER
55	LIGHTING DETAILS AND SCHEDULE OF QUANTITIES
56	BE-220 ELECTRIC SERVICE INSTALLATION AERIAL REMOTE DISCONNECT
57	MISCELLANEOUS DETAILS
58	DISTRICT 1 DETAIL - BD-34 DETAILS FOR DEPRESSED CURB AND GUTTER AND SHOULDER TREATMENT AT TBT TY.1 SPL.
59	DISTRICT 1 DETAIL - TC-10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
60	DISTRICT 1 DETAIL - TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
61	DISTRICT 1 DETAIL - TC-21 DETOUR SIGNING FOR CLOSING STATE HIGHWAYS
62	DISTRICT 1 DETAIL - TC-22 ARTERIAL ROAD INFORMATION SIGN
63 - 70	CROSS SECTIONS McDONALD ROAD
71 - 73	CROSS SECTIONS OTTER CREEK

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 LICENSE NO. 184-000121 - EXPIRES 4/30/2017
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	DESIGNED - AMW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, HIGHWAY STANDARDS, AND DISTRICT ONE DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - KAR	REVISED -			537	11-00038-00-BR	KANE	73	2
CHECKED - DJS	REVISED -	SCALE: NONE			STA. TO STA.		CONTRACT NO. 61D15		
DATE - 4-22-16	FILE - 110405SHT-GenNotes.dgn	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BRM-90031894							

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERRED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "MANUAL OF TEST PROCEDURES FOR MATERIALS" AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS".
2. THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS REPRESENTS ONLY THE OPINION OF THE VILLAGE AND IS ONLY INCLUDED FOR THE CONVENIENCE OF THE BIDDER AND THE ACCURACY IS NOT GUARANTEED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES, INCLUDING SPRINKLER SYSTEMS, EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. THE CONTRACTOR SHALL ALSO VERIFY THE DEPTHS OF THE EXISTING UTILITIES IF NECESSARY TO VERIFY THAT GRADE CONFLICTS WILL NOT OCCUR WITH ANY PROPOSED UTILITIES PRIOR TO CONSTRUCTION AND ORDERING ANY MATERIALS. ANY RELOCATION OR LOWERING OF UTILITIES SHALL BE COORDINATED BY THE CONTRACTOR. THE COST OF THIS EXPLORATION SHALL BE INCLUDED IN THE COST OF THE PROPOSED UTILITY CONSTRUCTION.
3. THE CONTRACTOR SHALL NOTIFY THE VILLAGE PUBLIC WORKS ADMINISTRATOR AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS.
4. THE ENGINEER WILL FURNISH A RESIDENT PROJECT REPRESENTATIVE (RPR) TO ASSIST THE ENGINEER IN PROVIDING JOB-SITE OBSERVATION OF THE CONTRACTOR'S WORK. THE RPR WILL PROVIDE BASE LINES, BENCHMARKS AND REFERENCE POINTS, ASSIST THE CONTRACTOR WITH INTERPRETATION OF THE PLANS AND SPECIFICATIONS, OBSERVE IN GENERAL IF THE CONTRACTOR'S WORK IS IN CONFORMITY WITH THE CONTRACT DOCUMENTS, AND MONITOR THE CONTRACTOR'S PROGRESS AS RELATED TO THE DATE OF COMPLETION. THE LIMITATIONS ON AUTHORITY AND RESPONSIBILITY OF THE ENGINEER SHALL ALSO APPLY TO THE ENGINEER'S CONSULTANTS, RESIDENT PROJECT REPRESENTATIVE AND ASSISTANTS.
5. THE CONTRACTOR MAY OBTAIN MUNICIPAL WATER IN BULK, AT NO CHARGE, AS LONG AS THERE IS NOT A "WATERING BAN" IN EFFECT. THE INDISCRIMINATE USE OF FIRE HYDRANTS IS STRICTLY PROHIBITED. WATER FOR CONSTRUCTION SHALL BE METERED OR OTHERWISE ACCOUNTED FOR AND A DAILY LOG MAINTAINED. THE CONTRACTOR SHALL PROVIDE THE WATER TRUCK AND DRIVER REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE VILLAGE RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF VILLAGE WATER IF DEEMED NECESSARY.
6. ACCESS TO PRIVATE DRIVEWAYS SHALL BE PROVIDED AT ALL TIMES EXCEPT DURING ACTUAL CONSTRUCTION ADJACENT THERE TO. TEMPORARY RAMPS SHALL BE CONSTRUCTED AS NEEDED TO PROVIDE SUCH ACCESS, UTILIZING CRUSHED STONE OR CRUSHED GRAVEL AS TEMPORARY ACCESS.
7. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE ENGINEER, RESIDENTS AND THE VILLAGE WHEN ACCESS TO DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO DRIVEWAY REPLACEMENT. THE CONTRACTOR SHALL DISTRIBUTE NOTICES PROVIDED BY THE VILLAGE TO RESIDENTS AT LEAST 24 HOURS PRIOR TO PLANNED CLOSURE. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES INCLUDING KNOCKING ON DOORS WHEN DRIVEWAYS ARE ABOUT TO BE CLOSED.
8. THE CONTRACTOR SHALL CONTACT THE LOCAL AGENCY MATERIAL INSPECTOR AT LEAST 48 HOURS PRIOR TO ANY CONCRETE OR HOT-MIX ASPHALT MATERIAL DELIVERIES.
9. ALL FRAME AND LID CASTINGS LOCATED WITHIN THE PAVEMENT WHICH REQUIRE RESETTING TO FINISH GRADE SHALL BE BACKFILLED WITH CLASS SI CONCRETE AND ALLOWED TO CURE FOR 72 HOURS PRIOR TO PLACEMENT OF SURFACE COURSE. CLASS PP CONCRETE SHALL BE USED IF PLACEMENT OF SURFACE COURSE IS PLANNED IN LESS THAN 72 HOURS. HMA MATERIALS WILL NOT BE ALLOWED AS BACKFILL AROUND AN ADJUSTED CASTING. THIS WORK SHALL APPLY TO ALL CASTINGS ADJUSTED OR RECONSTRUCTED AS PART OF THIS CONTRACT, WHETHER PAID FOR SEPARATELY OR INCLUDED IN OTHER CONTRACT WORK.
10. THE DAYS PAVING OPERATION SHOULD RESULT IN A SINGLE TRANSVERSE JOINT. ANY COLD LONGITUDINAL JOINTS WILL NOT BE ACCEPTED. PROVIDING A SINGLE TRANSVERSE JOINT SHALL BE ACCOMPLISHED BY PAVING ONE LANE OF SUFFICIENT LENGTH THAT WILL ALLOW FOR THE PAVING OF THE ADJACENT LANE IN THE SAME DAY.
11. TRENCH BACKFILL FOR THIS PROJECT SHALL CONSIST OF CRUSHED CA-6 AND SHALL BE COMPACTED BY METHOD 1 ONLY.
12. IN AREAS WHERE THE EXISTING DRIVEWAY, SIDEWALK, OR CURB AND GUTTER IS TO BE REMOVED AND REPLACED, THE REMOVAL AND DISPOSAL OF ANY ADDITIONAL MATERIAL REQUIRED TO ESTABLISH THE PROPOSED DRIVEWAY, SIDEWALK, OR CURB AND GUTTER SUBGRADE ELEVATION SHALL BE INCLUDED IN THE APPROPRIATE REMOVAL PAY ITEMS.
13. TREE REMOVAL SHALL NOT OCCUR BETWEEN JULY 1 AND JULY 31.
14. ALL POSTS, RAILROAD TIES, AND DECORATIVE TIMBER IN CONFLICT WITH THE PROPOSED IMPROVEMENTS SHALL BE REMOVED AND RELOCATED AS DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION AND SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION. EVERY EFFORT SHALL BE MADE BY THE CONTRACTOR WHEN REMOVING THESE ITEMS TO PRESERVE THEM FROM HARM. ITEMS NOT RELOCATED SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR.
15. IF ANY STORM SEWER LATERALS ARE FOUND DURING CONSTRUCTION AND ARE NOT IDENTIFIED ON THE PLANS, THEY SHALL BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM AND INCLUDED IN THE COST OF THE STORM SEWER CONSTRUCTION.
16. STORM STRUCTURE OFFSET LOCATIONS ARE TO THE EDGE OF PAVEMENT IF THE STRUCTURE IS IN THE CURB LINE OR TO THE CENTER OF STRUCTURE IF THE STRUCTURE IS NOT IN THE CURBLINE.
17. A PORTABLE BATHROOM(S) SHALL BE PLACED ON THE JOB SITE(S) AND RELOCATED WHEN NECESSARY SO IT IS ACCESSIBLE TO WORKERS. IF WORK IS OCCURRING AT SEVERAL LOCATIONS, ONE PORTABLE BATHROOM SHALL BE PLACED AT EACH LOCATION WITHIN A REASONABLE DISTANCE FROM THE WORK AS DETERMINED BY THE ENGINEER. THIS SHALL BE INCLUDED IN THE PAY ITEM FOR MOBILIZATION.
18. DETECTABLE WARNINGS SHALL BE CONSTRUCTED WITH THE INSTALLATION OF AN ADA-COMPLIANT CAST-IN-PLACE COMPOSITE 24"X48" MINIMUM NOMINAL SIZE PANEL. THE STYLE SHALL BE "INNOVA TILE - RED REPLACEABLE PANEL", AS MANUFACTURED BY ACCESS PRODUCTS, INC. THE DOMES LOCATED ON THE PANEL SHALL PARALLEL THE PAVEMENT CROSS WALK WITH THE CLOSEST EDGE LOCATED AT THE BACK OF CURB. THE CONTRASTING PANEL COLOR SHALL BE SELECTED BY THE VILLAGE. INSTALLATION SHALL OCCUR IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
19. ALL PROPOSED STORM MANHOLES AND WATER VALVE VAULTS SHALL BE CONSTRUCTED WATER TIGHT WITH HYDRAULIC CEMENT INCLUDING PIPE CONNECTIONS, FRAMES AND STEPS.
20. THE CONTRACTOR SHALL PROVIDED AS-BUILT RIM AND INVERT ELEVATIONS FOR ALL PROPOSED STRUCTURES. THIS WORK SHALL BE INCLUDED IN THE COST OF THE PROPOSED STRUCTURE.
21. BEDDING MATERIAL FOR STORM STRUCTURES AND ALL UTILITY STRUCTURES SHALL BE CA-11 CRUSHED AGGREGATE.
22. A MAXIMUM OF 8 INCHES TOTAL OF ADJUSTING RINGS WITH A MAXIMUM OF TWO (2) ADJUSTING RINGS SHALL BE USED.
23. ANY REPAIRS REQUIRED TO RESET FRAMES TO THE PROPER FINISHED GRADE SHALL BE MADE AT THE CONTRACTORS EXPENSE.
24. PIPE UNDERDRAINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAIL ON THE PLANS AND SHALL INCLUDE EXCAVATION; CONNECTIONS TO EXISTING OR PROPOSED STORM PIPES, DRAINAGE STRUCTURES OR PIPE DRAINS; GEOTECHNICAL FABRIC SOCK; AND CA-11 TRENCH BACKFILL TO THE BOTTOM OF THE HOT-MIX ASPHALT BASE COURSE.
25. NO ADDITIONAL COMPENSATION WILL BE MADE FOR ELEVATION ADJUSTMENTS OF STORM SEWER OR WATER MAIN DUE TO CONFLICTS WITH UTILITIES.
26. ALL FRAMES AND LIDS, TYPE 1 SHALL BE BY NEENAH R-1713. ALL TYPE 1 CLOSED LIDS SHALL BE STAMPED WITH THE WORDS "WATER", "SANITARY" OR "STORM" AND "VILLAGE OF SOUTH ELGIN" ACCORDING TO THE DETAIL IN THE PLAN. ALL TYPE 1 OPEN LIDS SHALL BE STAMPED WITH THE WORDS "DUMP NO WASTE - DRAINS TO RIVER".
27. NO STOCKPILING OF MATERIAL ALLOWED IN THE FLOODPLAIN.
28. THE LOCATION OF THE TREES SHOWN ON THE PLANS SHALL BE CONFIRMED BY THE ENGINEER PRIOR TO PLANTING.
29. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OR BEGINNING WORK.
30. COMED OVERHEAD TRANSMISSION LINES EXIST OVER MCDONALD ROAD. THE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITIES WITH COMED.
31. THE ILLINOIS DEPARTMENT OF TRANSPORTATION IS NOT THE OWNER OF RECORD FOR THIS BRIDGE. THOSE SEEKING HISTORIC AS-BUILT OR OTHER RECORD PLANS ARE NOT AVAILABLE FOR THE FOLLOWING REASON: LOST RECORDS.
32. THOSE SEEKING THE FULL GEOTECHNICAL REPORT OR PRELIMINARY SITE INVESTIGATION SHOULD CONTACT THE OWNER OF RECORD. TO MAKE ARRANGEMENTS FOR ACCESS TO THIS INFORMATION PLEASE CONTACT:
ADAM WOODS, PE
BAXTER & WOODMAN CONSULTING ENGINEERS
815-459-1260
33. THOSE SEEKING THE FULL HYDRAULIC REPORT OR PRELIMINARY SITE INVESTIGATION SHOULD CONTACT THE OWNER OF RECORD. TO MAKE ARRANGEMENTS FOR ACCESS TO THIS INFORMATION PLEASE CONTACT:
ADAM WOODS, PE
BAXTER & WOODMAN CONSULTING ENGINEERS
815-459-1260

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 STATE OF ILLINOIS PROFESSIONAL ENGINEERING BOARD
 LICENSE NO. - 307 ACTIVITY - EXERCISE 886605 AM
 7/6/2016
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DESIGNED - AMW	REVISED -
DRAWN - KAR	REVISED -
CHECKED - DJS	REVISED -
DATE - 4-22-16	FILE - 110405SHT-GenNotes.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES

SCALE: NONE STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	3
CONTRACT NO. 61015				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BRM-9003(894)				

SUMMARY OF QUANTITIES					
CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL	ROADWAY 0004	BRIDGE 0011
* 20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	465	465	
* 20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	122	122	
20101000	TEMPORARY FENCE	FOOT	620	620	
* 20101200	TREE ROOT PRUNING	EACH	5	5	
20200100	EARTH EXCAVATION	CU YD	2431	2431	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1413	1413	
20300100	CHANNEL EXCAVATION	CU YD	265	265	
20400800	FURNISHED EXCAVATION	CU YD	517	517	
20800150	TRENCH BACKFILL	CU YD	21	21	
20900110	POROUS GRANULAR BACKFILL	CU YD	304	304	
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	2410	2410	
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	1519	1519	
* 25000110	SEEDING, CLASS 1A	ACRE	0.25	0.25	
* 25000210	SEEDING, CLASS 2A	ACRE	0.25	0.25	
* 25000312	SEEDING, CLASS 4A	ACRE	0.50	0.50	

* INDICATES SPECIALTY ITEM
INDICATES SPECIAL PROVISION

SUMMARY OF QUANTITIES					
CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL	ROADWAY 0004	BRIDGE 0011
* 25000314	SEEDING, CLASS 4B	ACRE	0.50	0.50	
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	13	13	
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	13	13	
* 25100115	MULCH, METHOD 2	ACRE	1.75	1.75	
* 25100630	EROSION CONTROL BLANKET	SQ YD	4245	4245	
* 25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	268	268	
25200200	SUPPLEMENTAL WATERING	UNIT	68	68	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	94	94	
28000305	TEMPORARY DITCH CHECKS	FOOT	126	126	
28000400	PERIMETER EROSION BARRIER	FOOT	1140	1140	
28000500	INLET AND PIPE PROTECTION	EACH	2	2	
28100107	STONE RIPRAP, CLASS A4	SQ YD	58	58	
28100109	STONE RIPRAP, CLASS A5	SQ YD	440		440
28200200	FILTER FABRIC	SQ YD	498	58	440
# 30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	234	234	

* INDICATES SPECIALTY ITEM
INDICATES SPECIAL PROVISION

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 STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 LICENSE NO. - 184-00121 - EXPIRES 4/30/2017
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BAXTER & WOODMAN
Consulting Engineers

DESIGNED - AMW	REVISED -
DRAWN - KAR	REVISED -
CHECKED - DJS	REVISED -
DATE - 4-22-16	FILE - 110405SHT-S00.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE

STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	4
CONTRACT NO. 61D15				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BRM-900318941				

SUMMARY OF QUANTITIES					
CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL	ROADWAY 0004	BRIDGE 0011
# 30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	2824	2824	
31101100	SUBBASE GRANULAR MATERIAL, TYPE B	CU YD	113	113	
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	800	800	
35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	38	38	
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	90	90	
40700100	BITUMINOUS MATERIALS (TACK COAT)	POUND	6147	6147	
40701876	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 9 3/4"	SQ YD	1610	1610	
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	7	7	
42400800	DETECTABLE WARNINGS	SQ FT	10	10	
44000100	PAVEMENT REMOVAL	SQ YD	1746	1746	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	62	62	
48101620	AGGREGATE SHOULDERS, TYPE B 10"	SQ YD	730	730	
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	1080	1080	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50105220	PIPE CULVERT REMOVAL	FOOT	48	48	

* INDICATES SPECIALTY ITEM
INDICATES SPECIAL PROVISION

SUMMARY OF QUANTITIES					
CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL	ROADWAY 0004	BRIDGE 0011
50200100	STRUCTURE EXCAVATION	CU YD	372		372
50201101	COFFERDAM (TYPE 1) (LOCATION - 1)	EACH	1		1
50300225	CONCRETE STRUCTURES	CU YD	118		118
50300255	CONCRETE SUPERSTRUCTURE	CU YD	227.1		227.1
50300260	BRIDGE DECK GROOVING	SQ YD	622		622
50300300	PROTECTIVE COAT	SQ YD	1004		1004
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	168.3		168.3
50401310	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE BEAMS, IL36	FOOT	607		607
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	100910		100910
* 50900805	PEDESTRIAN RAILING	FOOT	347		347
51100300	SLOPE WALL 6 INCH	SQ YD	492		492
51201800	FURNISHING STEEL PILES HP14X73	FOOT	560		560
51202305	DRIVING PILES	FOOT	560		560
51203800	TEST PILE STEEL HP14X73	EACH	2		2
51204650	PILE SHOES	EACH	16		16

* INDICATES SPECIALTY ITEM
INDICATES SPECIAL PROVISION

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	DRAWN - KAR	REVISED -
	CHECKED - DJS	REVISED -
	DATE - 4-22-16	FILE - 110405SHT-S00.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE

STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	5
CONTRACT NO. 61015				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BRM-9003(894)				

SUMMARY OF QUANTITIES					
CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL	ROADWAY 0004	BRIDGE 0011
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	182	182	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2496	2496	
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	193	193	
* 78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	600	600	
* 78005150	EPOXY PAVEMENT MARKING - LINE 12"	FOOT	190	190	
* 78006100	PREFORMED THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	5	5	
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	16	16	
* X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	1415	1415	
* # 80400100	ELECTRIC SERVICE INSTALLATION	EACH	1	1	
* # 80400200	ELECTRIC UTILITY SERVICE CONNECTION	LSUM	1	1	
* # 81028310	UNDERGROUND CONDUIT, PVC, 3/4" DIA.	FOOT	475	475	
* 81400730	HANDHOLE, COMPOSITE CONCRETE	EACH	1	1	
* # 81702450	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 10	FOOT	1475	1475	
* # 82500335	LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240VOLT, 100AMP	EACH	1	1	
# Z0012450	CONCRETE STEPS	CU YD	7.6		7.6

* INDICATES SPECIALTY ITEM
INDICATES SPECIAL PROVISION

SUMMARY OF QUANTITIES					
CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL	ROADWAY 0004	BRIDGE 0011
# Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1	
# Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	55	55	
# Z0042505	POST REMOVAL AND REPLACEMENT	EACH	1	1	
# Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	178		178
# Z0056608	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	68	68	
Δ # Z0076600	TRAINEES	HOUR	500	500	
Δ # Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500	500	
* # Z0077900	WOOD POST AND RAIL FENCE	FOOT	110	110	
* A2006420	TREE, QUERCUS ALBA (WHITE OAK), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	10	10	
* A2002920	TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	5	5	
* A2005020	TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	5	5	
* # K1004572	PRAIRIE SEEDING (SPECIAL)	ACRE	0.25	0.25	
# X0326268	REINFORCED SOIL SLOPE SYSTEM	SQ FT	3750		3750
# X0327036	BIKE PATH REMOVAL	SQ YD	684	684	
* # X0327066	IN GRADE FIXTURE FOR UPLIGHTING	EACH	10	10	

* INDICATES SPECIALTY ITEM
INDICATES SPECIAL PROVISION
Δ CO42

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BAXTER & WOODMAN Consulting Engineers	DESIGNED - AMW	REVISED -
	DRAWN - KAR	REVISED -
	CHECKED - DJS	REVISED -
	DATE - 4-22-16	FILE - 110405SHT-S00.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: NONE

STA. TO STA.

F.A.P. RTE. 537	SECTION 11-00038-00-BR	COUNTY KANE	TOTAL SHEETS 73	SHEET NO. 7
CONTRACT NO. 61D15				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT BRM-900318941				

SUMMARY OF QUANTITIES					
CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL	ROADWAY 0004	BRIDGE 0011
# X2110100	TOPSOIL FURNISH AND PLACE, SPECIAL	CU YD	182	182	
# X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	100	100	
# X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	1	1	
# X4023000	TEMPORARY ACCESS (ROAD)	EACH	1	1	
* # X5610004	DUCTILE IRON WATER MAIN FITTINGS	POUND	1375	1375	
* # X5630708	CONNECTION TO EXISTING WATER MAIN 8"	EACH	1	1	
* # X5630712	CONNECTION TO EXISTING WATER MAIN 12"	EACH	1	1	
# X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	205		205
# X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1	1	
* # XX008196	TRENCH BACKFILL, WATERMAIN, SPECIAL	FOOT	23	23	

* INDICATES SPECIALTY ITEM
INDICATES SPECIAL PROVISION

SUMMARY OF QUANTITIES					
CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL	ROADWAY 0004	BRIDGE 0011
* # XX008839	WATER MAIN TO BE ABANDONED	LSUM	1	1	
* # XX008859	WATER MAIN (BORED) 12"	FOOT	525	525	
* A2005330	TREE, LIQUIDAMBAR STYRACIFLUA MORAINA (MORAINA SWEETGUM), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	1	1	
* B2001122	TREE, CERCIS CANADENSIS (EASTERN REDBUD), 2-1/2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	6	6	
* A2005462	TREE, MALUS X ZUMI -CALOCARPA- (ZUMI CALOCARPA CRABAPPLE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	3	3	
* A2015994	TREE, FAGUS SYLVATICA, EUROPEAN BEECH, 2-1/2" BALLED AND BURLAPPED	EACH	1	1	
* B2000772	TREE, AMELANCHIER X GRANDIFLORA AUTUMN BRILLIANCE (AUTUMN BRILLIANCE SERVICE BERRY), 2-1/2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	2	2	
* B2001422	TREE, CORNUS MAS (CORNELIAN CHERRY DOG WOOD), 2-1/2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	2	2	

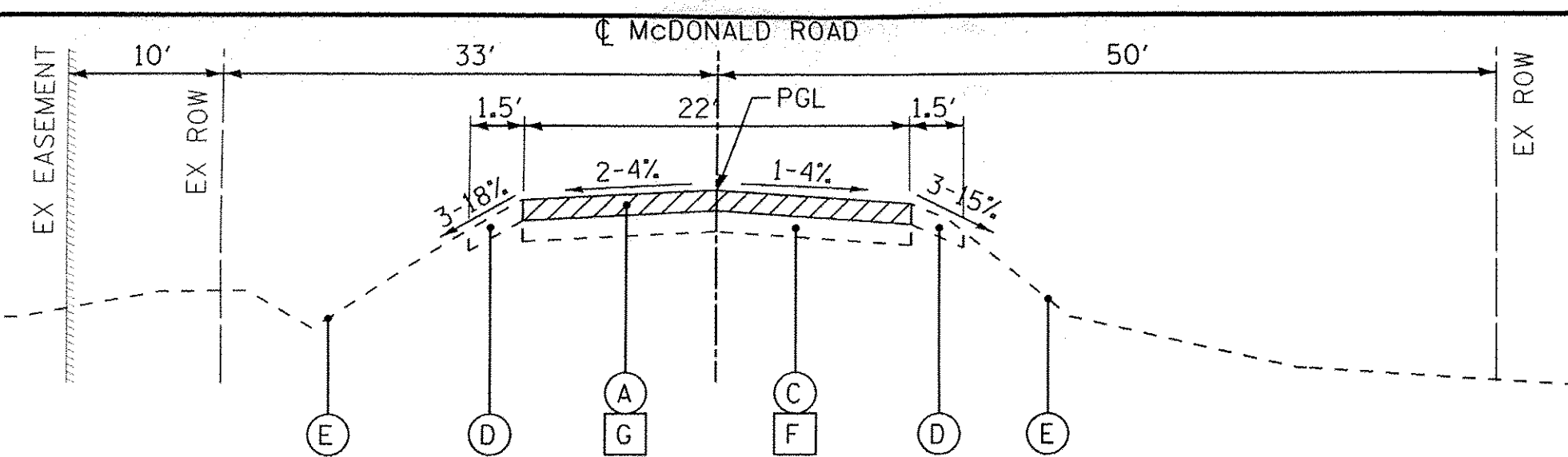
* INDICATES SPECIALTY ITEM
INDICATES SPECIAL PROVISION

LOCATION	COMP STORAGE		ROADWAY			TOPSOIL			H=A+B+E+G	I	J	K= CUT - A	L	M	N= (K + L + M - J) * 0.85	O	P= N - O
	A	B	C= B	D	E	F	G= D - E - F	REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL (CU YD)									
MCDONALD ROAD	300	234	234	2,240	650	1,395	195	1,379	-	300	2,231	372	21	1,976	2,663	-687	
STREAM	-	-	-	158	-	124	34	34	265	-	200	-	-	170	-	170	
TOTAL	300	234	234	2,398	650	1,519	229	1,413	265	300	2,431	372	21	2,146	2,663	-517	

Column A - Cut material that is determined to be either unstable or unsuitable for use in embankment within the comp storage location.
Column B - Additional cut material that is determined to be either unstable or unsuitable for use in embankment.
Column C - Aggregate subgrade improvement to replace excavated volume from column B.
Column D - Cut material that is determined to be either unstable or unsuitable for use in embankment (topsoil excavated at 12" average depth).
Column E - Volume of non-special waste identified within the topsoil. See special provision for REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES for locations.
Column F - Topsoil required for final condition (topsoil installed at 12" depth).
Column G - Topsoil balance after removing non-special waste.
Column H - Total excess topsoil excavation and material that is determined to be either unstable or unsuitable for use in embankment.
Column I - Cut material within the existing channel.
Column J - Volume of non-special waste identified within the cut quantities from the cross sections. See special provision for REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES for locations.
Column K - Cut quantities from cross sections minus the unstable or unsuitable material within the comp storage location.
Column L - Cut quantities required for the existing structure removal and proposed structure installation.
Column M - Cut quantities required for the installation of utilities.
Column N - Cut quantities that are acceptable for use in embankment multiplied by a shrinkage factor. Channel Excavation is not included and Non-Special Waste Disposal is subtracted as it must be removed from the project.
Column O - Fill quantities from cross sections.
Column P - Off-site material needed or material waste.

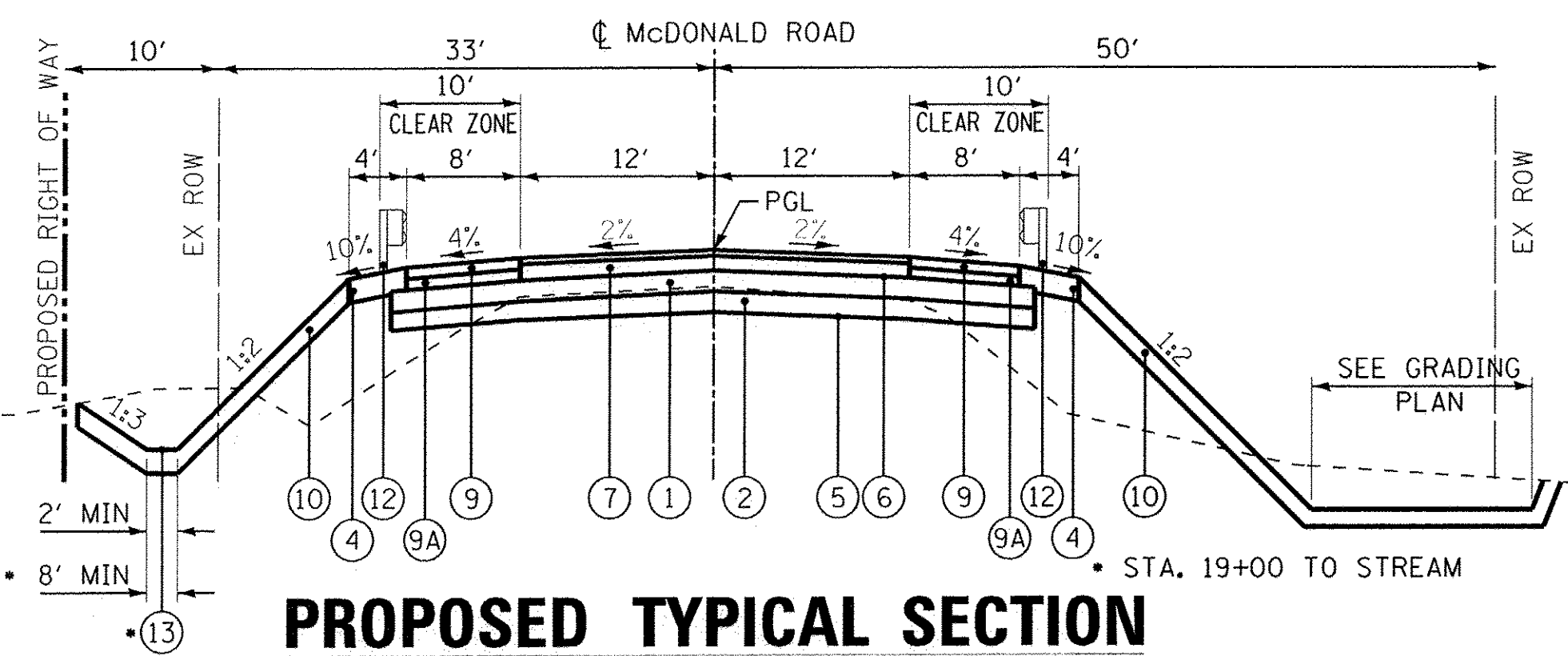
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	DESIGNED - AMW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES		F.A.P. RTE. 537	SECTION 11-00038-00-BR	COUNTY KANE	TOTAL SHEETS 73	SHEET NO. 8
	DRAWN - KAR	REVISED -		SCALE: NONE	STA. TO STA.	CONTRACT NO. 61D15				
CHECKED - DJS	REVISED -			FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT BRM-9003(894)						
DATE - 4-22-16	FILE - 110405SHT-S00.dgn									



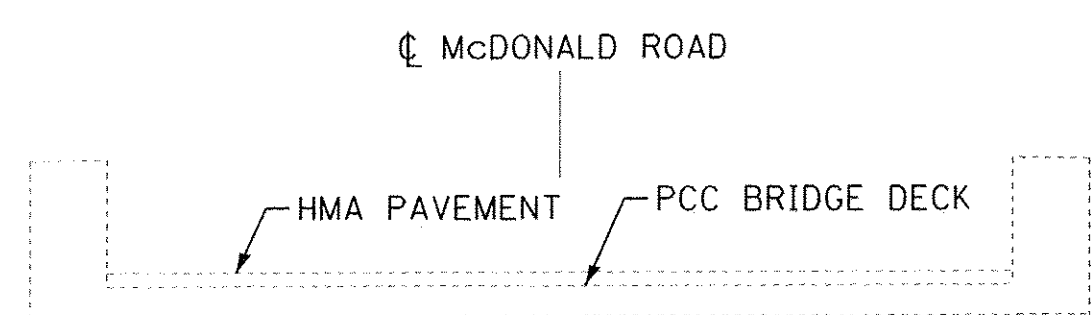
EXISTING TYPICAL SECTION

STA 16+15 TO STA 19+80.33



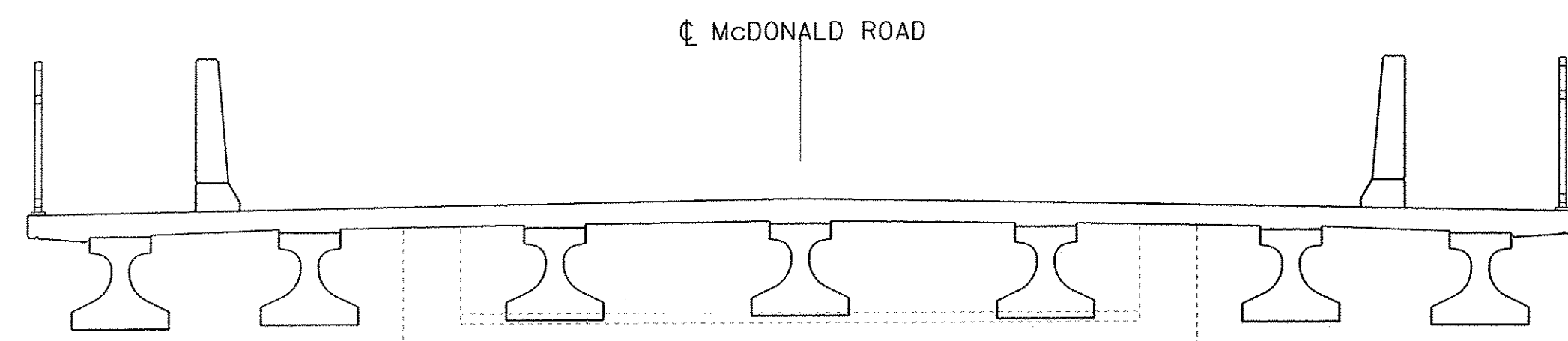
PROPOSED TYPICAL SECTION

STA 16+15 TO STA 19+31.20



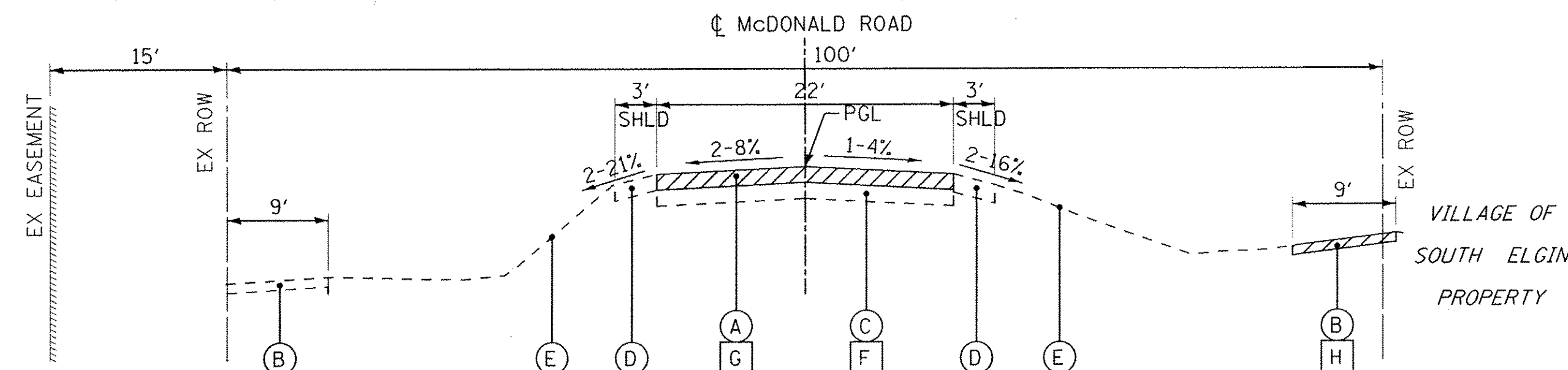
EXISTING TYPICAL CROSS SECTION

STA 19+80.33 TO STA 20+19.51
SEE STRUCTURAL DRAWINGS



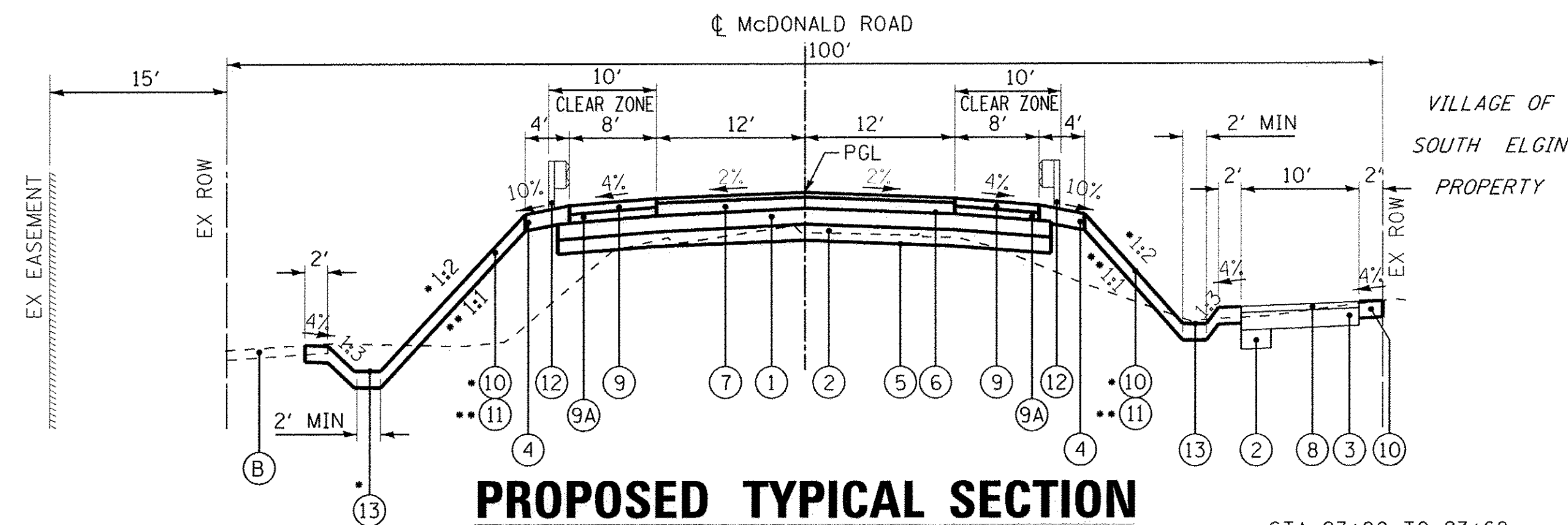
PROPOSED TYPICAL CROSS SECTION

STA 19+31.20 TO STA 20+78.63
SEE STRUCTURAL DRAWINGS



EXISTING TYPICAL SECTION

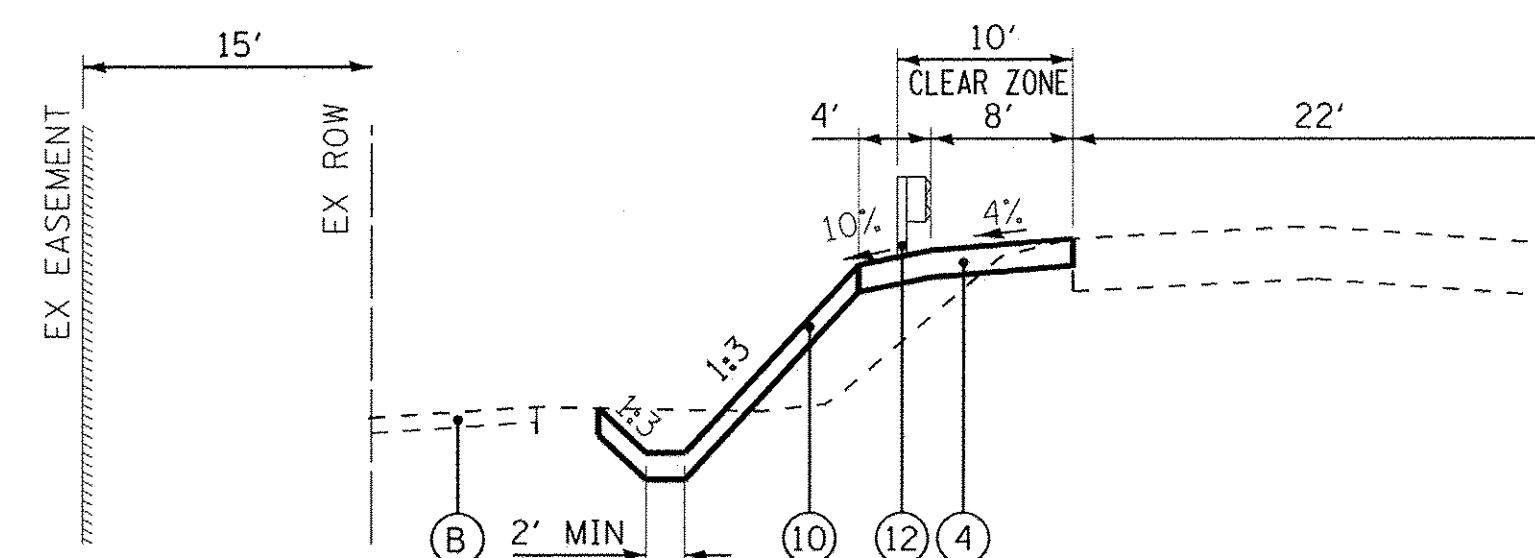
STA 20+19.51 TO STA 23+68



PROPOSED TYPICAL SECTION

STA 20+78.63 TO STA 23+68

• STA 23+00 TO 23+68
•• APPROACH SLAB TO 23+00



PROPOSED TYPICAL SECTION

STA STA 23+68 TO STA. 24+50

EXISTING LEGEND

- (A) HOT-MIX ASPHALT PAVEMENT - 5"
- (B) HOT-MIX ASPHALT SHARED USE PATH - 3"
- (C) AGGREGATE BASE COURSE - 7 1/2"
- (D) AGGREGATE SHOULDER
- (E) GROUND SURFACE
- (F) EARTH EXCAVATION
- (G) PAVEMENT REMOVAL
- (H) BIKE PATH REMOVAL
- [Hatched] REMOVAL ITEMS

PROPOSED LEGEND

- (1) AGGREGATE SUBGRADE IMPROVEMENT 12"
- (2) AGGREGATE SUBGRADE IMPROVEMENT (SEE NOTE 1)
- (3) AGGREGATE BASE COURSE, TYPE B 6"
- (4) AGGREGATE SHOULDERS, TYPE B 10"
- (5) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (6) BITUMINOUS MATERIALS (TACK COAT)
- (7) HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 9 3/4"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 2"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 7 3/4"
- (8) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 2"
- (9) HOT-MIX ASPHALT SHOULDERS, 6"
- (9A) SUBBASE GRANULAR MATERIAL, TYPE B - 3 3/4"
- (10) TOPSOIL EXCAVATION AND PLACEMENT - 12" DEPTH
EROSION CONTROL BLANKET
FERTILIZER
SEEDING
- (11) REINFORCED SOIL SLOPE SYSTEM
- (12) PROPOSED GUARDRAIL
- (13) PROPOSED BIOSWALE (SEE EROSION CONTROL PLAN)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
FULL DEPTH PAVEMENT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm) - 2"	4% @ 70 Gyr.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0) - 7 3/4" (3 LIFTS)	4% @ 70 Gyr.
HOT-MIX ASPHALT SHOULDERS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm) - 2"	4% @ 70 Gyr.
HOT-MIX ASPHALT BINDER COURSE IL-19.0, N50 - 4"	4% @ 50 Gyr.
HOT-MIX ASPHALT SHARED USE PATH	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5mm) - 2"	4% @ 50 Gyr.
DRIVEWAYS	
INCIDENTAL HOT-MIX ASPHALT SURFACING, MIX "D", N50 - 3"	4% @ 50 Gyr.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

NOTES
1. AGGREGATE SUBGRADE IMPROVEMENT (ASI) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ASI WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.03 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND / OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH ASI OR EMBANKMENT AS DETERMINED BY THE ENGINEER. IF UNSTABLE AND / OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR. A QUANTITY OF REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL SHALL ALSO BE DEDUCTED WITH NO ADDITIONAL COMPENSATION DUE THE CONTRACTOR.

DESIGNED - AMW	REVISED -
DRAWN - KAR	REVISED -
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DATE - 4-22-16	FILE - 110405SHT-TypSec.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND HOT-MIX ASPHALT MIXTURE REQUIREMENTS

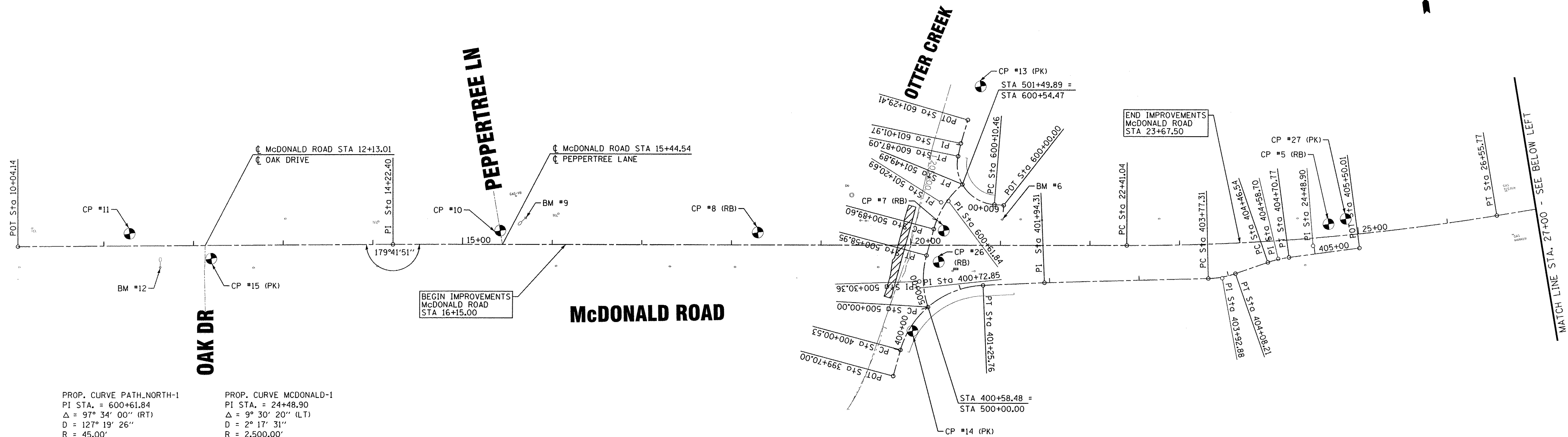
SCALE: NONE STA. TO STA.

F.A.P. RTE. 537	SECTION 11-00038-00-BR 73	COUNTY KANE	TOTAL SHEETS 73	SHEET NO. 9
CONTRACT NO. 61D15				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BRM-90031894				

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 LICENSE NO. 184-00021 - EXPIRES 4/30/2017
 PROJECT: 110405 McDonald Bridge
 DATE: 6/20/2016

CONTROL POINTS

CP #1	N 1937127.583730, E 979307.445516, ELEV 780.24, STA 31+84.6, 3.6' LT
CP #2	N 1937115.687203, E 978875.153926, ELEV 778.695, STA 27+52.1, 0.2' LT
CP #5	N 1937131.151757, E 978591.540503, ELEV 773.87, STA 24+67.6, 14.2' LT
CP #7	N 1937185.784376, E 978165.573395, ELEV 770.44, STA 20+36.7, 16.4' LT
CP #8	N 1937213.640688, E 977960.019558, ELEV 771.13, STA 18+29.3, 14.0' LT
CP #10	N 1937256.956601, E 977676.102607, ELEV 773.87, STA 15+42.1, 15.4' LT
CP #11	N 1937314.034094, E 977266.613241, ELEV 777.48, STA 11+28.7, 13.8' LT
CP #13	N 1937340.246194, E 978229.336410, ELEV 769.24, STA 20+77.3, 178.5' LT
CP #14	N 1937079.218268, E 978115.230699, ELEV 767.68, STA 20+02.4, 96.4' RT
CP #15	N 1937272.928517, E 977352.831597, ELEV 777.31, STA 12+19.8, 14.8' RT
CP #26	N 1937151.7881, E 978155.0826, ELEV 770.25, STA 20+31.3, 18.8' RT
CP #27	N 1937134.1689, E 978611.4060, ELEV 774.29, STA 24+87.5, 18.2' LT



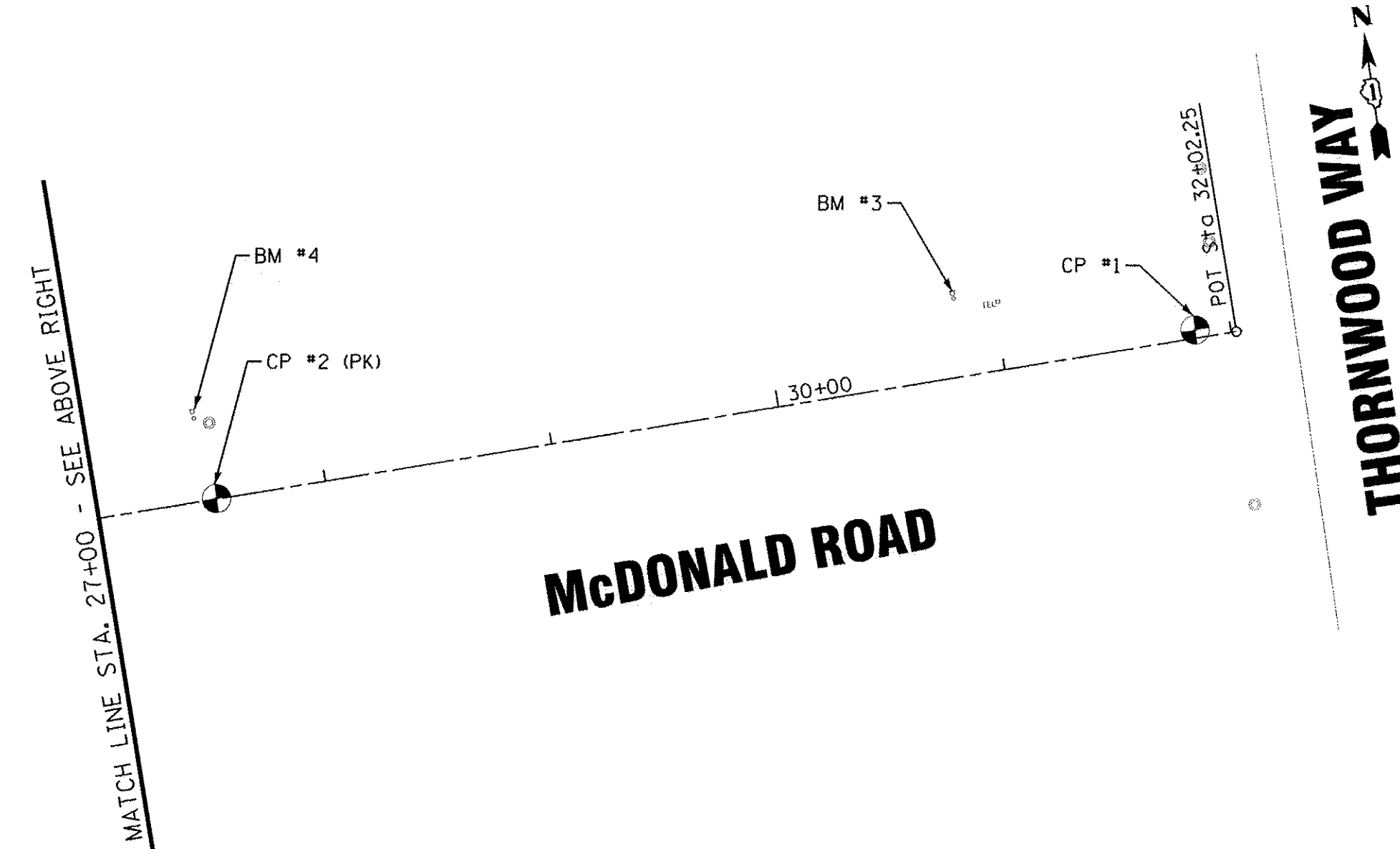
PROP. CURVE PATH_NORTH-1 PI STA. = 600+61.84 $\Delta = 97^\circ 34' 00''$ (RT) D = 127' 19" 26" R = 45.00' T = 51.37' L = 76.63' E = 23.29' e = NC T.R. = N/A S.E. RUN = N/A P.C. STA. = 600+10.46 P.T. STA. = 600+87.09	PROP. CURVE MCDONALD-1 PI STA. = 24+48.90 $\Delta = 9^\circ 30' 20''$ (LT) D = 2' 17" 31" R = 2,500.00' T = 207.86' L = 414.73' E = 8.63' e = NC T.R. = N/A S.E. RUN = N/A P.C. STA. = 22+41.04 P.T. STA. = 26+55.77
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PROP. CURVE PATH_BRIDGE-1 PI STA. = 500+30.36 $\Delta = 33^\circ 46' 26''$ (RT) D = 57' 17" 45" R = 100.00' T = 30.36' L = 58.95' E = 4.51' e = NC T.R. = N/A S.E. RUN = N/A P.C. STA. = 500+00.00 P.T. STA. = 500+58.95	PROP. CURVE PATH_BRIDGE-2 PI STA. = 501+20.69 $\Delta = 34^\circ 32' 32''$ (RT) D = 57' 17" 45" R = 100.00' T = 31.09' L = 60.29' E = 4.72' e = NC T.R. = N/A S.E. RUN = N/A P.C. STA. = 500+89.60 P.T. STA. = 501+49.89
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PROP. CURVE PATH_SOUTH-1 PI STA. = 400+72.85 $\Delta = 71^\circ 44' 57''$ (RT) D = 57' 17" 45" R = 100.00' T = 72.32' L = 125.23' E = 23.41' e = NC T.R. = N/A S.E. RUN = N/A P.C. STA. = 400+00.53 P.T. STA. = 401+25.76	PROP. CURVE PATH_SOUTH-2 PI STA. = 403+92.88 $\Delta = 17^\circ 42' 08''$ (LT) D = 57' 17" 45" R = 100.00' T = 15.57' L = 30.90' E = 1.21' e = NC T.R. = N/A S.E. RUN = N/A P.C. STA. = 403+77.31 P.T. STA. = 404+08.21	PROP. CURVE PATH_SOUTH-3 PI STA. = 404+58.70 $\Delta = 11^\circ 34' 08''$ (RT) D = 47' 44" 47" R = 120.00' T = 12.16' L = 24.23' E = 0.61' e = NC T.R. = N/A S.E. RUN = N/A P.C. STA. = 404+46.54 P.T. STA. = 404+70.77
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BENCHMARK LIST

- BM #3 NW FLANGE BOLT ON FIRE HYDRANT AT NORTHWEST CORNER OF MCDONALD ROAD AND THORNWOOD WAY ELEV 779.67 (NAVD88)
- BM #4 NW FLANGE BOLT ON FIRE HYDRANT IN NORTH PARKWAY OF MCDONALD ROAD APPROX. 400' WEST OF THORNWOOD WAY ELEV 779.35 (NAVD88)
- BM #6 RAILROAD SPIKE FIRST POWER POLE EAST OF BRIDGE IN NORTH PARKWAY OF MCDONALD ROAD ELEV 767.80 (NAVD88)
- BM #9 RAILROAD SPIKE IN POWER POLE WITH LIGHT AT NORTHEAST CORNER OF MCDONALD ROAD AND PEPPERTREE LANE ELEV 772.71 (NAVD88)
- BM #12 RAILROAD SPIKE IN POWER POLE WITH LIGHT AT SOUTHWEST CORNER OF MCDONALD ROAD AND OAK DRIVE ELEV 776.55 (NAVD88)



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BAXTER & WOODMAN Consulting Engineers	DESIGNED - AMW	REVISED -
	DRAWN - KAR	REVISED -
	CHECKED - DJS	REVISED -
	DATE - 4-22-16	FILE - 110405SHT-AlignTies1.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT AND TIES

SCALE: 1" = 60'
STA. 13+00 TO STA. 19+00

F.A.P. RTE. 537	SECTION 11-00038-00-BR	COUNTY KANE	TOTAL SHEETS 73	SHEET NO. 10
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT BRM-9003(894)			CONTRACT NO. 61D15	

Chain MCDONALD contains:
M1 M2 CUR MCDONALD-1 M3

Beginning chain MCDONALD description
=====

Point M1 N 1,937,317.87 E 977,141.34 Sta 10+04

Course from M1 to M2 S 81° 55' 27" E Dist 418.27

Point M2 N 1,937,259.11 E 977,555.46 Sta 14+22

Course from M2 to PC MCDONALD-1 S 81° 37' 17" E Dist 818.63

Curve Data

Curve MCDONALD-1 (Chord Definition)
P.I. Station = 24+49 N 1,937,109.54 E 978,571.00
Delta = 9° 30' 20" (LT)
Degree = 2° 17' 31"
Tangent = 207.86
Length = 414.73
Radius = 2,500.00
External = 8.63
Long Chord = 414.28
Mid. Ord. = 8.60
P.C. Station = 22+41 N 1,937,139.83 E 978,365.36
P.T. Station = 26+56 N 1,937,113.63 E 978,778.81
C.C. = N 1,939,613.15 E 978,729.64
Back = S 81° 37' 17" E
Ahead = N 88° 52' 22" E
Chord Bear = S 86° 22' 28" E

Course from PT MCDONALD-1 to M3 N 88° 52' 22" E Dist 546.48

Point M3 N 1,937,124.38 E 979,325.19 Sta 32+02

Ending chain MCDONALD description
=====

Chain PATH_BRIDGE contains:
CUR PATH_BRIDGE-1 CUR PATH_BRIDGE-2

Beginning chain PATH_BRIDGE description
=====

Curve Data

Curve PATH_BRIDGE-1
P.I. Station = 500+30 N 1,937,133.20 E 978,130.62
Delta = 33° 46' 26" (RT)
Degree = 57° 17' 45"
Tangent = 30.36
Length = 58.95
Radius = 100.00
External = 4.51
Long Chord = 58.10
Mid. Ord. = 4.31
P.C. Station = 500+00 N 1,937,103.34 E 978,136.10
P.T. Station = 500+59 N 1,937,161.07 E 978,142.67
C.C. = N 1,937,121.38 E 978,234.46
Back = N 10° 23' 43" W
Ahead = N 23° 22' 43" E
Chord Bear = N 6° 29' 30" E

Course from PT PATH_BRIDGE-1 to PC PATH_BRIDGE-2 N 23° 22' 43" E Dist 30.66

Curve Data

Curve PATH_BRIDGE-2
P.I. Station = 501+21 N 1,937,217.74 E 978,167.17
Delta = 34° 32' 32" (RT)
Degree = 57° 17' 45"
Tangent = 31.09
Length = 60.29
Radius = 100.00
External = 4.72
Long Chord = 59.38
Mid. Ord. = 4.51
P.C. Station = 500+90 N 1,937,189.20 E 978,154.83
P.T. Station = 501+50 N 1,937,234.25 E 978,193.51
C.C. = N 1,937,149.52 E 978,246.62
Back = N 23° 22' 43" E
Ahead = N 57° 55' 14" E
Chord Bear = N 40° 38' 58" E

Ending chain PATH_BRIDGE description
=====

Chain PATH_NORTH contains:
N8 CUR PATH_NORTH-1 N9 N10

Beginning chain PATH_NORTH description
=====

Point N8 N 1,937,204.37 E 978,235.76 Sta 600+00

Course from N8 to PC PATH_NORTH-1 N 77° 17' 51" W Dist 10.46

Curve Data

Curve PATH_NORTH-1
P.I. Station = 600+62 N 1,937,217.97 E 978,175.44
Delta = 97° 34' 00" (RT)
Degree = 127° 19' 26"
Tangent = 51.37
Length = 76.63
Radius = 45.00
External = 23.29
Long Chord = 67.70
Mid. Ord. = 15.35
P.C. Station = 600+10 N 1,937,206.67 E 978,225.55
P.T. Station = 600+87 N 1,937,266.16 E 978,193.24
C.C. = N 1,937,250.57 E 978,235.45
Back = N 77° 17' 51" W
Ahead = N 20° 16' 09" E
Chord Bear = N 28° 30' 51" W

Course from PT PATH_NORTH-1 to N9 N 20° 16' 09" E Dist 14.88

Point N9 N 1,937,280.12 E 978,198.39 Sta 601+02

Course from N9 to N10 N 24° 43' 18" E Dist 27.43

Point N10 N 1,937,305.04 E 978,209.86 Sta 601+29

Ending chain PATH_NORTH description
=====

Chain PATH_SOUTH contains:
SOUTH1 CUR PATH_SOUTH-1 SOUTH2 CUR PATH_SOUTH-2 CUR PATH_SOUTH-3 SOUTH3

Beginning chain PATH_SOUTH description
=====

Point SOUTH1 N 1,937,032.01 E 978,086.67 Sta 399+70

Course from SOUTH1 to PC PATH_SOUTH-1 N 23° 28' 44" E Dist 30.53

Curve Data

Curve PATH_SOUTH-1
P.I. Station = 400+73 N 1,937,126.03 E 978,128.36
Delta = 71° 44' 57" (RT)
Degree = 57° 17' 45"
Tangent = 72.32
Length = 125.23
Radius = 100.00
External = 23.41
Long Chord = 117.20
Mid. Ord. = 18.97
P.C. Station = 400+01 N 1,937,060.01 E 978,098.84
P.T. Station = 401+26 N 1,937,118.67 E 978,200.30
C.C. = N 1,937,019.19 E 978,190.13
Back = N 24° 05' 26" E
Ahead = S 84° 09' 36" E
Chord Bear = N 59° 57' 55" E

Course from PT PATH_SOUTH-1 to SOUTH2 S 84° 09' 36" E Dist 68.55

Point SOUTH2 N 1,937,111.70 E 978,268.50 Sta 401+94

Course from SOUTH2 to PC PATH_SOUTH-2 S 83° 11' 23" E Dist 183.00

Curve Data

Curve PATH_SOUTH-2
P.I. Station = 403+93 N 1,937,088.15 E 978,465.67
Delta = 17° 42' 08" (LT)
Degree = 57° 17' 45"
Tangent = 15.57
Length = 30.90
Radius = 100.00
External = 1.21
Long Chord = 30.77
Mid. Ord. = 1.19
P.C. Station = 403+77 N 1,937,090.00 E 978,450.21
P.T. Station = 404+08 N 1,937,091.09 E 978,480.96
C.C. = N 1,937,189.29 E 978,462.07
Back = S 83° 11' 23" E
Ahead = N 79° 06' 29" E
Chord Bear = N 87° 57' 33" E

Course from PT PATH_SOUTH-2 to PC PATH_SOUTH-3 N 79° 06' 29" E Dist 38.33

Curve Data

Curve PATH_SOUTH-3
P.I. Station = 404+59 N 1,937,100.63 E 978,530.54
Delta = 11° 34' 08" (RT)
Degree = 47° 44' 47"
Tangent = 12.16
Length = 24.23
Radius = 120.00
External = 0.61
Long Chord = 24.19
Mid. Ord. = 0.61
P.C. Station = 404+47 N 1,937,098.34 E 978,518.60
P.T. Station = 404+71 N 1,937,100.49 E 978,542.70
C.C. = N 1,936,980.50 E 978,541.28
Back = N 79° 06' 29" E
Ahead = S 89° 19' 23" E
Chord Bear = N 84° 53' 33" E

Course from PT PATH_SOUTH-3 to SOUTH3 S 89° 19' 23" E Dist 79.24

Point SOUTH3 N 1,937,099.56 E 978,621.93 Sta 405+50

Ending chain PATH_SOUTH description
=====

Chain STREAM contains:
ST1 CUR STREAM-1 CUR STREAM-2 ST2 ST3 CUR STREAM-3 CUR STREAM-4 CUR STREAM-5 S-T4

Beginning chain STREAM description
=====

Point ST1 N 1,937,737.28 E 978,261.94 Sta 200+00

Course from ST1 to PC STREAM-1 S 12° 36' 38" E Dist 125.36

Curve Data

Curve STREAM-1
P.I. Station = 202+07 N 1,937,535.09 E 978,307.17
Delta = 44° 29' 58" (RT)
Degree = 28° 38' 52"
Tangent = 81.82
Length = 155.33
Radius = 200.00
External = 16.09
Long Chord = 151.46
Mid. Ord. = 14.89
P.C. Station = 201+25 N 1,937,614.94 E 978,289.31
P.T. Station = 202+81 N 1,937,465.62 E 978,263.95
C.C. = N 1,937,571.27 E 978,094.13
Back = S 12° 36' 38" E
Ahead = S 31° 53' 20" W
Chord Bear = S 9° 38' 21" W

Course from PT STREAM-1 to PC STREAM-2 S 31° 53' 20" W Dist 55.32

Curve Data

Curve STREAM-2
P.I. Station = 203+76 N 1,937,385.07 E 978,213.83
Delta = 7° 32' 31" (LT)
Degree = 9° 32' 57"
Tangent = 39.55
Length = 78.98
Radius = 600.00
External = 1.30
Long Chord = 78.92
Mid. Ord. = 1.30
P.C. Station = 203+36 N 1,937,418.65 E 978,234.72
P.T. Station = 204+15 N 1,937,349.04 E 978,197.53
C.C. = N 1,937,101.68 E 978,144.17
Back = S 31° 53' 20" W
Ahead = S 24° 20' 49" W
Chord Bear = S 28° 07' 05" W

Course from PT STREAM-2 to ST2 S 24° 20' 49" W Dist 76.65

Point ST2 N 1,937,279.20 E 978,165.93 Sta 204+92

Course from ST2 to ST3 S 20° 25' 42" W Dist 111.01

Point ST3 N 1,937,175.17 E 978,127.18 Sta 206+03

Course from ST3 to PC STREAM-3 S 27° 01' 59" W Dist 143.87

Curve Data

Curve STREAM-3
P.I. Station = 207+74 N 1,937,022.14 E 978,049.10
Delta = 15° 53' 58" (RT)
Degree = 28° 38' 52"
Tangent = 27.93
Length = 55.50
Radius = 200.00
External = 1.94
Long Chord = 55.32
Mid. Ord. = 1.92
P.C. Station = 207+47 N 1,937,047.02 E 978,061.79
P.T. Station = 208+02 N 1,937,001.69 E 978,030.07
C.C. = N 1,937,137.92 E 977,883.64
Back = S 27° 01' 59" W
Ahead = S 42° 55' 57" W
Chord Bear = S 34° 58' 58" W

Course from PT STREAM-3 to PC STREAM-4 S 42° 55' 57" W Dist 71.25

Curve Data

Curve STREAM-4
P.I. Station = 209+64 N 1,936,882.78 E 977,919.44
Delta = 49° 00' 44" (LT)
Degree = 28° 38' 52"
Tangent = 91.17
Length = 171.08
Radius = 200.00
External = 19.80
Long Chord = 165.92
Mid. Ord. = 18.02
P.C. Station = 208+73 N 1,936,949.53 E 977,981.54
P.T. Station = 210+44 N 1,936,792.12 E 977,929.10
C.C. = N 1,936,813.30 E 978,127.98
Back = S 42° 55' 57" W
Ahead = S 6° 04' 47" E
Chord Bear = S 18° 25' 35" W

Curve Data

Curve STREAM-5
P.I. Station = 211+11 N 1,936,725.57 E 977,936.19
Delta = 29° 58' 20" (RT)
Degree = 22° 55' 06"
Tangent = 66.32
Length = 130.78
Radius = 250.00
External = 8.80
Long Chord = 129.29
Mid. Ord. = 8.50
P.C. Station = 210+44 N 1,936,792.12 E 977,929.10
P.T. Station = 211+75 N 1,936,664.38 E 977,909.08
C.C. = N 1,936,765.64 E 977,680.51
Back = S 6° 04' 47" E
Ahead = S 23° 53' 34" W
Chord Bear = S 8° 54' 24" W

Course from PT STREAM-5 to ST4 S 23° 53' 34" W Dist 40.33

Point ST4 N 1,936,627.51 E 977,892.75 Sta 212+15

Ending chain STREAM description
=====

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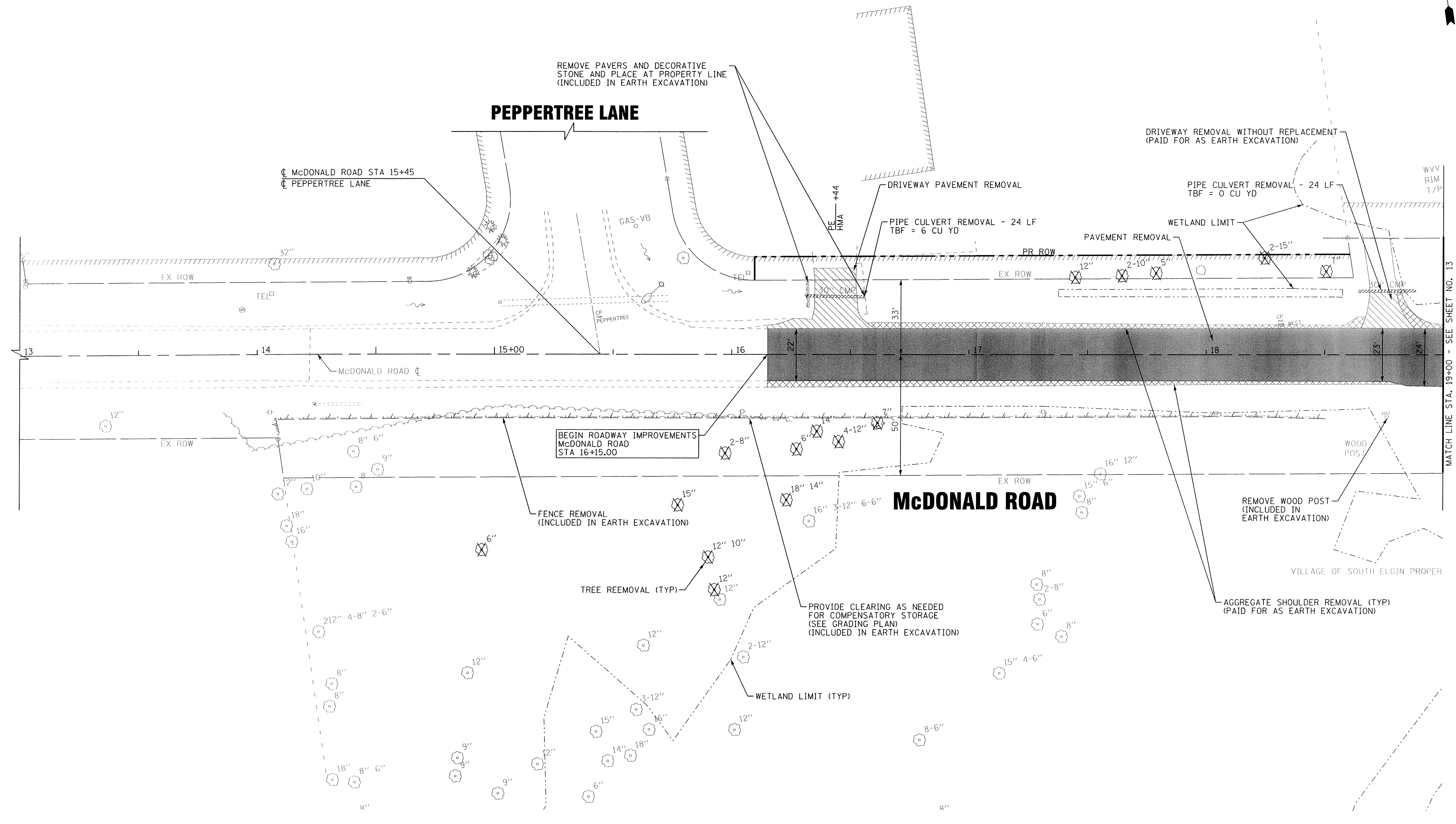
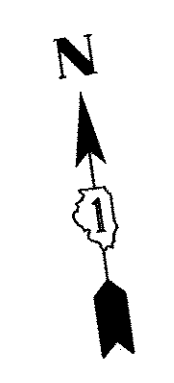


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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ALIGNMENT AND TIES

SCALE:	STA.	TO STA.	F.A.P. RTE. 537	SECTION 11-00038-00-BR	COUNTY KANE	TOTAL SHEETS 73	SHEET NO. 11
						CONTRACT NO. 61D15	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BRM-9003(B94)							



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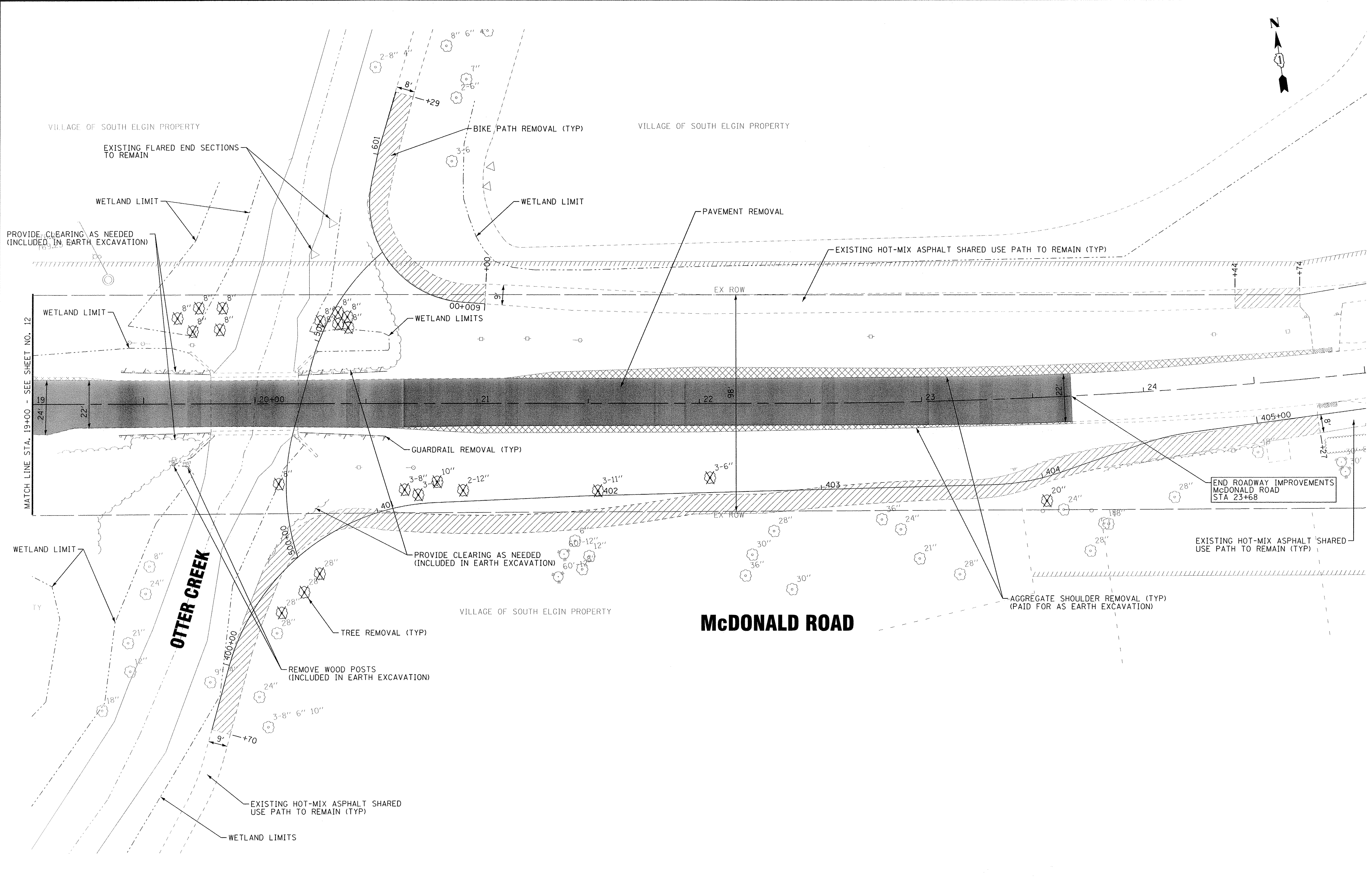
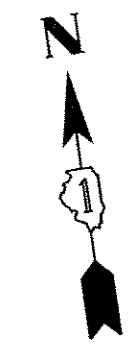
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	DATE - 4-22-16	FILE - 110405SHT-Removal.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN
 SCALE: 1" = 20'
 STA. 13+00 TO STA. 19+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	12
CONTRACT NO. 61D15				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BRM-9003(894)				

MATCH LINE STA. 19+00 - SEE SHEET NO. 13



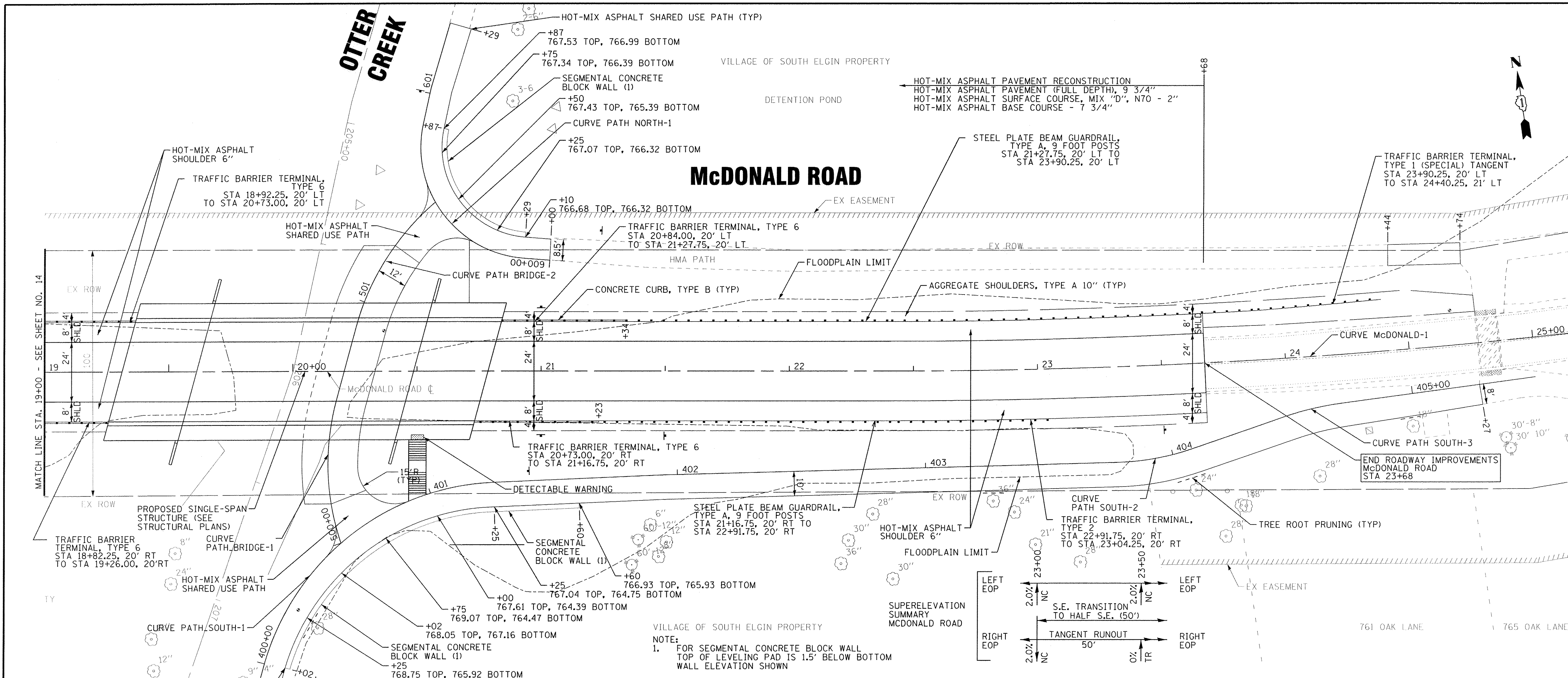
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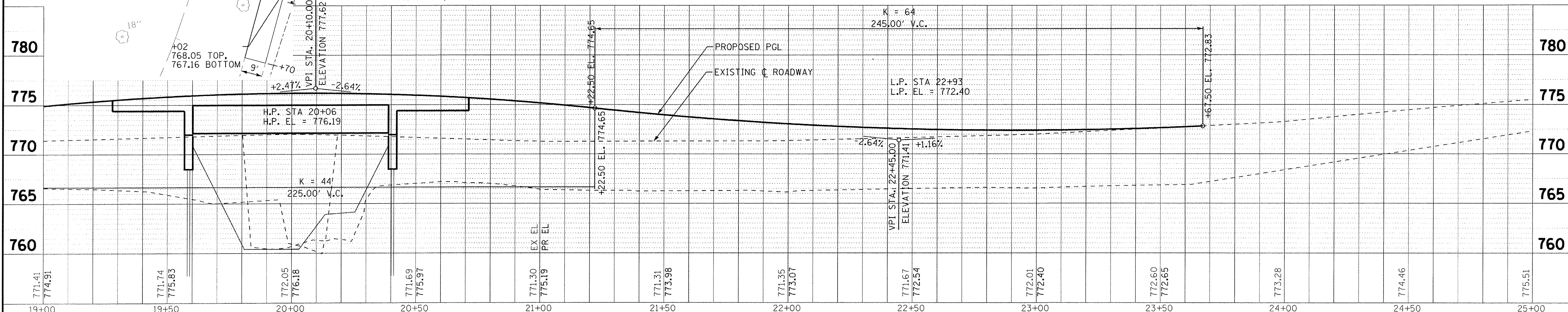
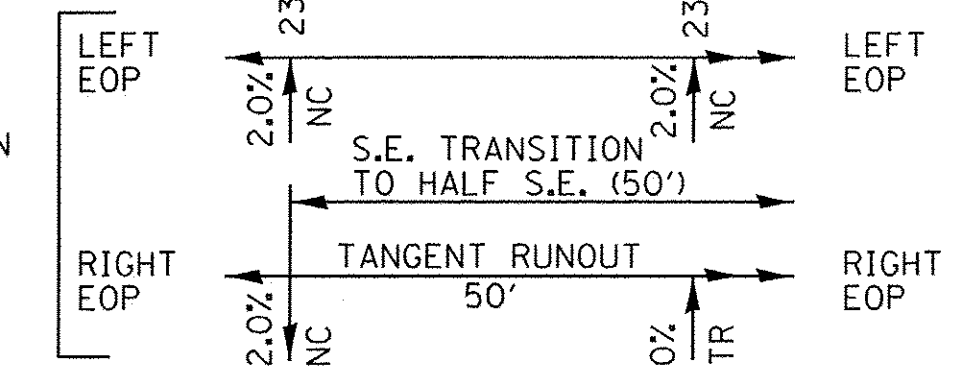
REMOVAL PLAN
 SCALE: 1" = 20'
 STA. 19+00 TO STA. 25+00

F.A.P. RTE. 537	SECTION 11-00038-00-BR	COUNTY KANE	TOTAL SHEETS 73	SHEET NO. 13
CONTRACT NO. 61D15				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BRM-9003(894)				



VILLAGE OF SOUTH ELGIN PROPERTY

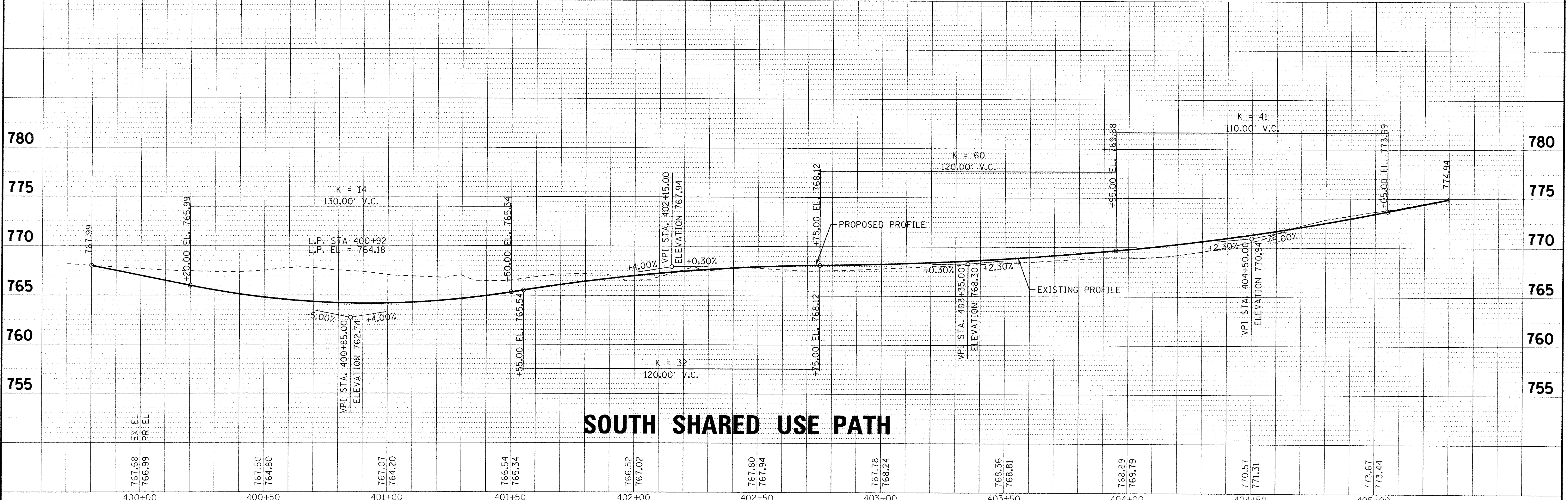
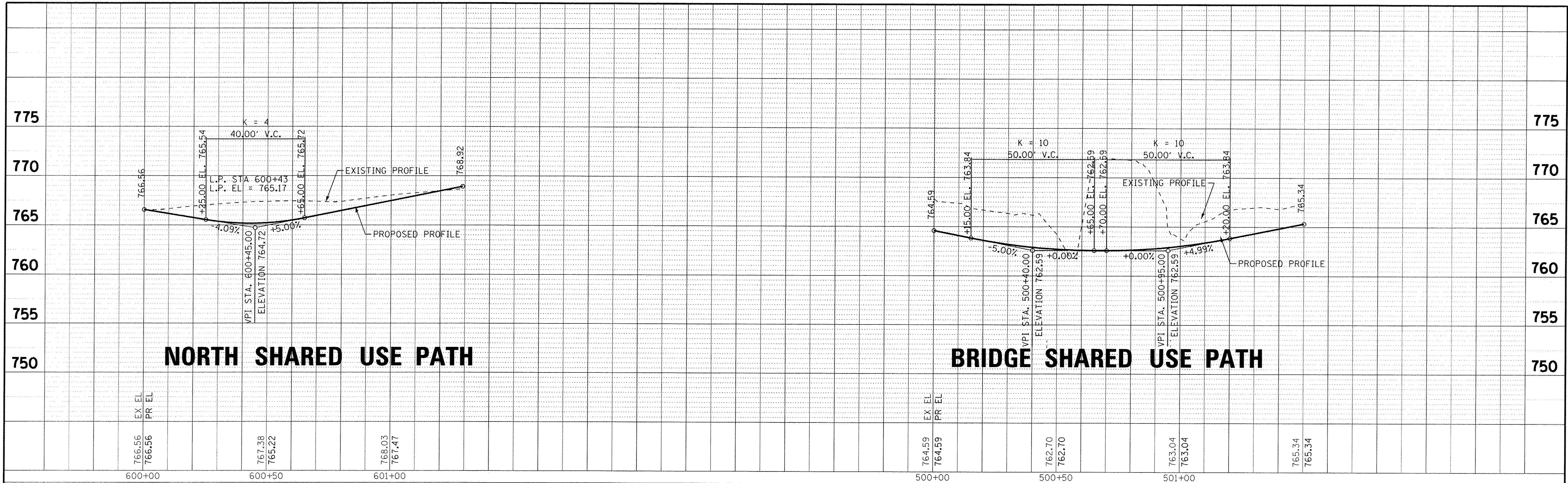
NOTE:
1. FOR SEGMENTAL CONCRETE BLOCK WALL
TOP OF LEVELING PAD IS 1.5' BELOW BOTTOM
WALL ELEVATION SHOWN



771.41 774.91	771.74 775.83	772.05 776.18	771.69 775.97	771.30 775.19	771.31 773.98	771.35 773.07	771.67 772.54	772.01 772.40	772.60 772.65	773.28	774.46	775.51
19+00	19+50	20+00	20+50	21+00	21+50	22+00	22+50	23+00	23+50	24+00	24+50	25+00

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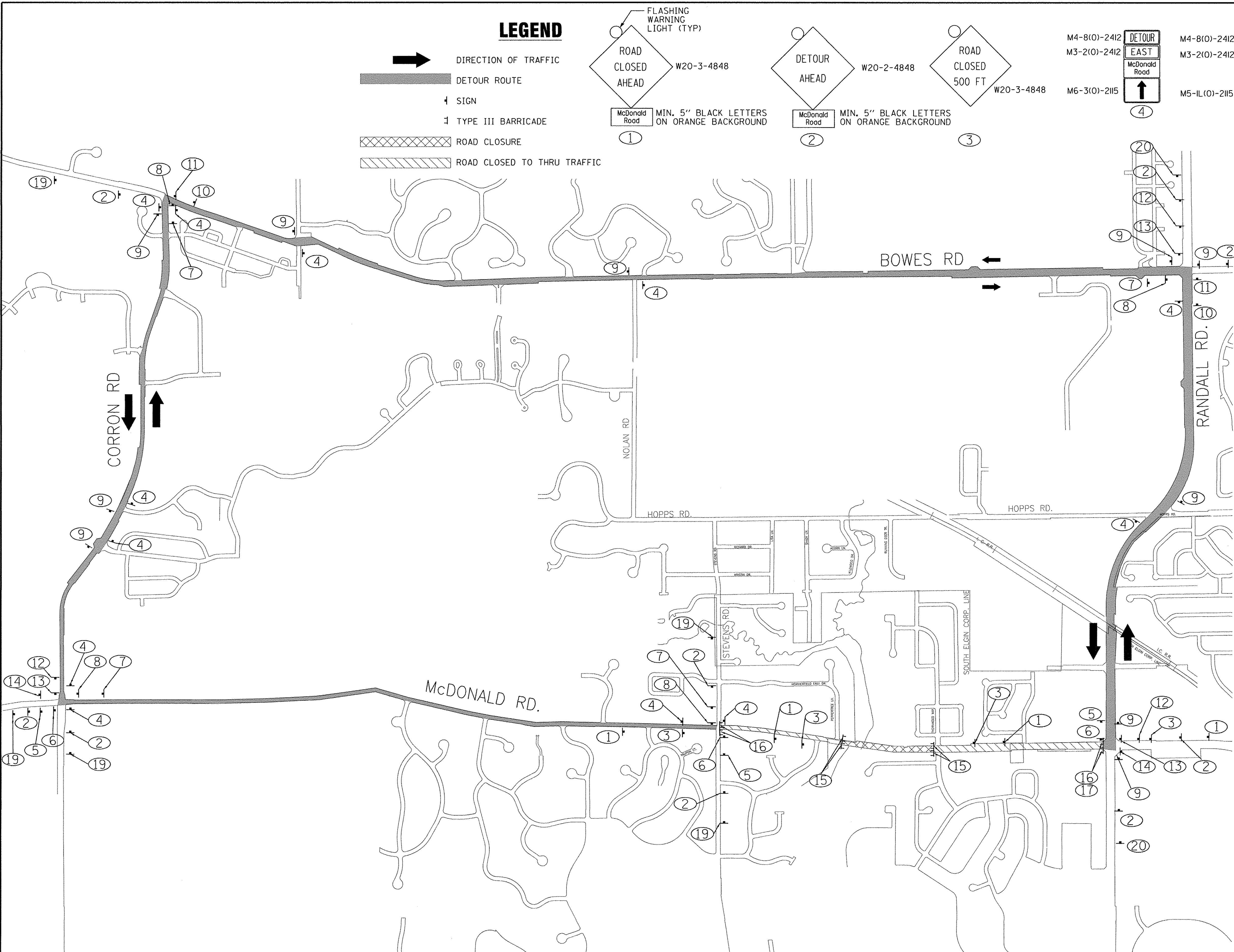
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PROFILE - SHARED USE PATHS

SCALE: H: 1"=20' V: 1"=5' STA. TO STA.

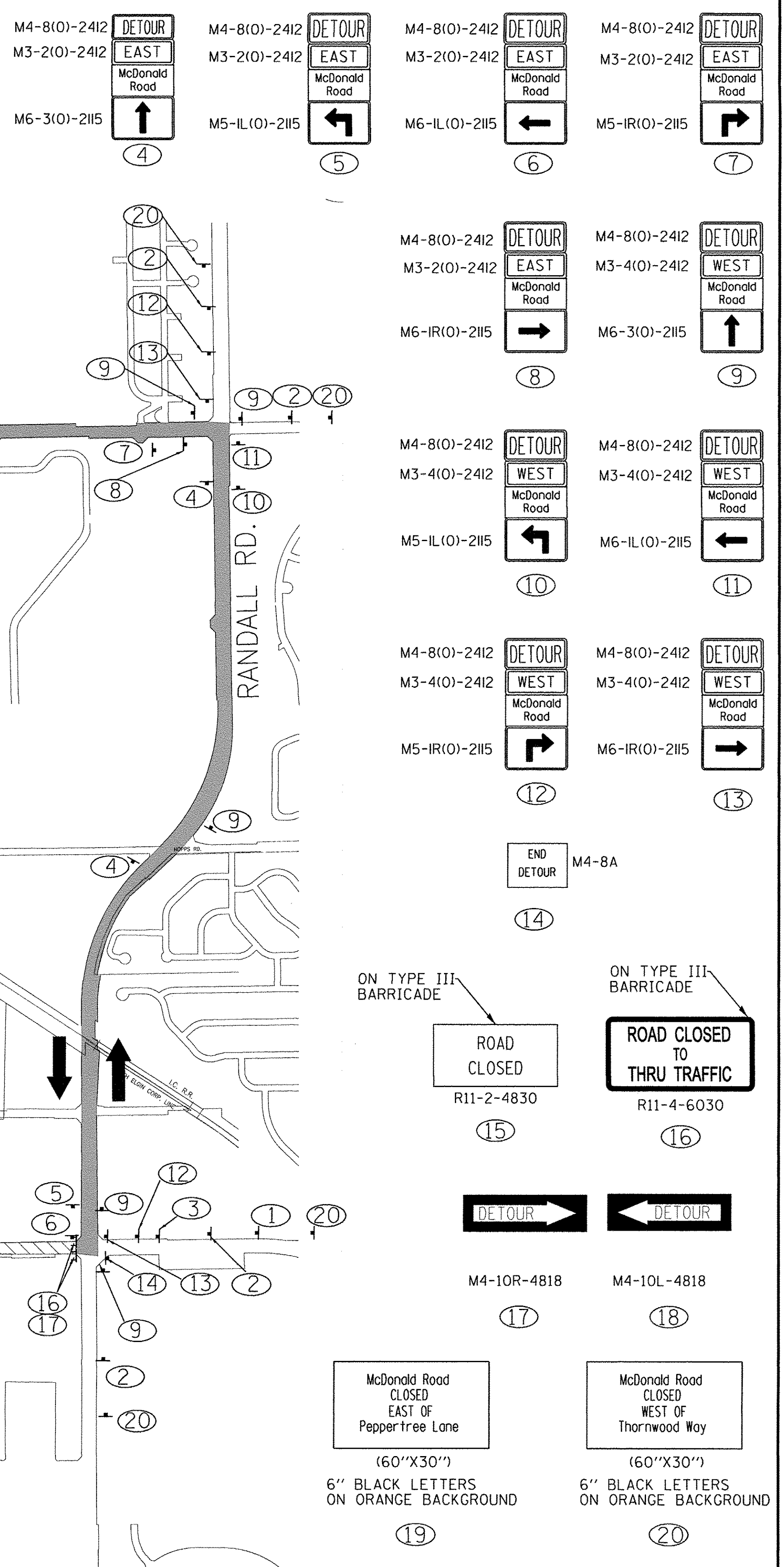
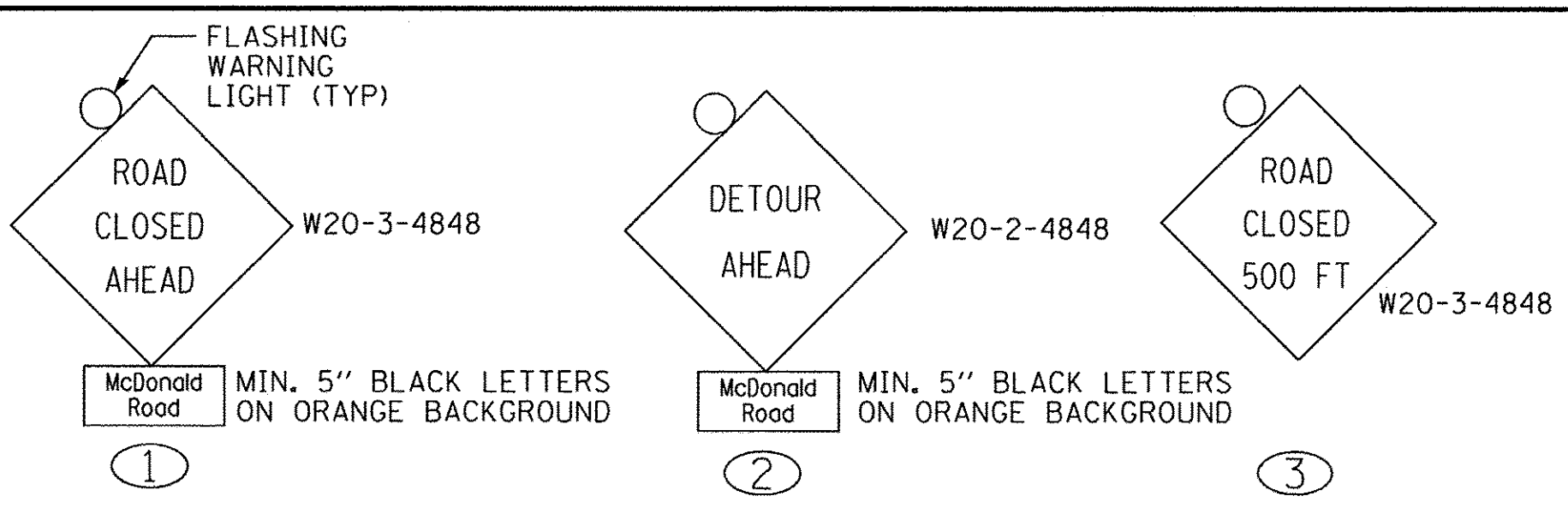
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CONTRACT NO.			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BRM-9003683	

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LEGEND

- DIRECTION OF TRAFFIC
- DETOUR ROUTE
- SIGN
- TYPE III BARRICADE
- ROAD CLOSURE
- ROAD CLOSED TO THRU TRAFFIC



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DRAWN - KAR	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC DETOUR PLAN
 SCALE: 1" = 800'
 STA. TO STA.

F.A.P. RTE. 537	SECTION 11-00038-00-BR	COUNTY KANE	TOTAL SHEETS 73	SHEET NO. 18
CONTRACT NO. 61D15				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT BRM-9003(894)				

SOIL EROSION AND SEDIMENT CONTROL NOTES

1. ALL AREAS LOCATED DOWNSTREAM FROM DISTURBED AREAS OF CONSTRUCTION SHALL BE PROTECTED FROM POTENTIAL INCREASE OF EROSION AND SEDIMENT RESULTING FROM UPSTREAM ACTIVITIES.
2. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. AREA OF CONSTRUCTION SITE THAT ARE NOT TO BE GRADED SHALL BE PROTECTED FROM CONSTRUCTION TRAFFIC OR OTHER DISTURBANCE UNTIL FINAL SEEDING IS PERFORMED.
3. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED AND FUNCTIONAL PRIOR TO THE START OF DISTURBANCE.
4. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICAL IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED; BUT IN NO CASE SHALL THESE MEASURES BE INSTALLED MORE THAN 7 DAYS AFTER THE CONSTRUCTION IN THIS AREA TEMPORARILY OR PERMANENTLY CEASES.
5. ALL STORM SEWER STRUCTURES THAT RECEIVE RUNOFF DURING CONSTRUCTION SHALL INCLUDE INLET PROTECTION FILTERS TO PREVENT DEBRIS AND EXCESSIVE SEDIMENT FROM ENTERING THE STORM SEWER SYSTEM. THESE PROTECTIVE MEASURES SHALL BE PROPERLY INSTALLED, MAINTAINED, AND REMOVED IN THEIR ENTIRETY AFTER THE AREA TRIBUTARY TO THE STORM STRUCTURE IS STABILIZED.
6. DISCHARGES FROM DEWATERING OPERATIONS SHALL ENTER OR BE ROUTED THROUGH A SEDIMENT BAG OR OTHER EROSION CONTROL DEVICE APPROVED BY THE ENGINEER PRIOR TO DISCHARGE.
7. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED. TRAPPED SEDIMENT SHALL BE PROPERLY STABILIZED OR DISPOSED.
8. INSPECT, REPAIR, REPLACE OR MAINTAIN EROSION AND SEDIMENT CONTROL STRUCTURES AFTER A RAINFALL EVENT OF 1/2 INCH OR MORE OVER A 24-HOUR PERIOD AND EVERY 7 CALENDAR DAYS.
9. MAKE ADJUSTMENTS TO THE SEDIMENTATION AND EROSION CONTROL PLAN AND METHODS, AS NEEDED, TO ACCOMPLISH THE INTENDED PURPOSE.
10. ALL ADJACENT ROADWAYS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY, AND CLEANED WHEN NECESSARY OR AS DETERMINED BY THE VILLAGE OF SOUTH ELGIN OR THE ENGINEER.
11. THE CONTRACTOR SHALL NOT CAUSE OR PERMIT THE DUMPING, DEPOSITING, DROPPING, THROWING, DISCARDING OR LEAVING OF CONSTRUCTION MATERIAL AND/OR DEBRIS UPON LOCATIONS MEANT TO CONVEY SITE DRAINAGE.
12. IF THE CONTRACTOR IS NOTIFIED BY THE ENGINEER OF AN EROSION AND SEDIMENT CONTROL DEFICIENCY, THE DEFICIENCY MUST BE CORRECTED WITHIN 24-HOURS OF BEING NOTIFIED.
13. NO STOCKPILING OF MATERIAL ALLOWED IN THE FLOODPLAIN.
14. THE CONTRACTOR SHALL CONTACT THE U.S. ARMY CORPS OF ENGINEERS (ACOE), CHICAGO DISTRICT AT 312-846-5532 PRIOR BEGINNING WORK WITHIN A WATERWAY. THE MEANS AND METHODS FOR COMPLETING WORK WITHIN A WATERWAY MUST BE APPROVED BY ACOE PRIOR TO COMMENCEMENT OF WORK. ACOE WILL APPROVE PLANS TO ENSURE EROSION CONTROL STANDARDS ONLY. ALL WORK NEEDED TO SATISFY ACOE REQUIREMENTS SHALL BE INCLUDED IN THE COST FOR REMOVING EXISTING STRUCTURES.
15. WORK WITHIN A WATERWAY SHALL BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS. NO EQUIPMENT SHALL ENTER THE WATER AT ANY TIME.
16. IF BYPASS PUMPING IS NECESSARY, THE PUMP SHALL BE PLACED ON A STABLE SURFACE OR FLOATED TO PREVENT SEDIMENT FROM BEING SUCKED INTO THE HOSE. THE BYPASS DISCHARGE SHALL BE PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE PRIOR TO REJOINING THE STREAM FLOW AND SHALL NOT CAUSE EROSION OF DOWNSTREAM AREAS.
17. SIDE SLOPES SHALL BE RESEEDED AND STABILIZED WITH AN APPROPRIATE EROSION CONTROL BLANKET PRIOR TO ACCEPTING FLOWS. THE SUBSTRATE SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITIONS AND STABLE ENOUGH TO ACCEPT FLOWS.
18. WHERE STREAM DISTURBANCE IS NECESSARY, THE STREAM BED AND BANKS, SHALL BE RESTABILIZED WITHIN FORTY-EIGHT (48) HOURS AFTER DISTURBANCE IS COMPLETE OR INTERRUPTED.
19. THE CONTRACTOR AND ENGINEER SHALL MEET WITH THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT TO COORDINATE ALL IN-STREAM WORK ACTIVITIES. THE CONTRACTOR'S IN-STREAM WORK PLAN SHALL BE SUBMITTED TO THE SOIL AND WATER CONSERVATION DISTRICT FOR REVIEW AND APPROVAL PRIOR TO STARTING ANY WORK.
20. COMPLETED SLOPES SHALL BE SEEDED AND BLANKETED AS THE EXCAVATION PROCEEDS TO THE EXTENT CONSIDERED DESIRABLE AND PRACTICAL. PERMANENT SEEDING SHALL BE USED WHENEVER POSSIBLE. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.
21. THE SITE SHALL BE PHASED IN A WAY THAT REDUCES THE AMOUNT OF STRIPPED, UNSTABILIZED AREAS WITHIN THE SITE AT ANY ONE TIME. MASS GRADING THE ENTIRE SITE SHALL BE AVOIDED AS TO PREVENT EROSION ONSITE AND SEDIMENTATION DOWNSTREAM.
22. THE CONDITION OF THE CONSTRUCTION SITE FOR WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL. ALL OPEN AREAS THAT ARE TO REMAIN IDLE THROUGHOUT THE WINTER SHALL RECEIVE TEMPORARY EROSION CONTROL MEASURES INCLUDING TEMPORARY SEEDING, MULCHING AND/OR EROSION CONTROL BLANKET PRIOR TO THE END OF THE FALL GROWING SEASON. THE AREAS TO BE WORKED BEYOND THE END OF THE GROWING SEASON MUST INCORPORATE SOIL STABILIZATION MEASURES THAT DO NOT RELY ON VEGETATIVE COVER SUCH AS EROSION CONTROL BLANKET AND HEAVY MULCHING.
23. NO STORMWATER MAY BE CONVEYED THROUGH THE CREEK DURING THE INSTALLATION OF THE BRIDGE, REMOVAL OF THE BRIDGE, OR RESTORATION OF THE CREEK UNTIL THE SIDE SLOPES HAVE BEEN RESTORED AND STABILIZED.
24. STOCKPILES OF SOIL AND OTHER BUILDING MATERIALS TO REMAIN IN PLACE MORE THAN THREE (3) DAYS SHALL BE FURNISHED WITH EROSION AND SEDIMENT CONTROL MEASURES (i.e. PERIMETER SILT FENCE). STOCKPILES, NOT BEING ACTIVITY WORKED AND TO REMAIN IN PLACE FOR 14 DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING.
25. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL LATEST EDITION.
26. THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) SHALL BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
27. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
28. PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED FOR REVIEW BY THE KDSWCD.
29. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.
30. DURING DEWATERING OPERATIONS, WATER SHALL BE FILTERED AND/OR PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING SEDIMENT LADEN WATER DIRECTLY INTO STREAMS, WETLANDS, FIELD TILES, OR STORMWATER STRUCTURES IS PROHIBITED.
31. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND ASSURE COMPLIANCE WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS.
32. TEMPORARY CONCRETE WASHOUT FACILITIES, SUMP PITS, AND CONSTRUCTION ENTRANCES IF REQUIRED SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
33. CONCRETE WASHOUT SHOULD BE CONTAINED AT ALL TIMES. WASHOUT MATERIAL SHOULD NOT BE ALLOWED TO ENTER THE CREEK, WETLANDS, OR STORM SEWER SYSTEM, OR BE ALLOWED TO LEACH INTO THE SOIL UNDER ANY CIRCUMSTANCES. ANY WASTE SHOULD BE DISPOSED OF PROPERLY AND THE LOCATION OF THE WASHOUT SHOULD BE DESIGNED WITH PROPER SIGNAGE.
34. STOCKPILES SHALL BE LOCATED IN AREAS THAT DO NOT HAVE HIGH POTENTIAL FOR CONTRIBUTING SEDIMENTS TO STORM WATER FACILITIES.
35. THE ADJACENT DITCHLINES SHOULD NOT BE STRIPPED UNTIL ABSOLUTELY NECESSARY. IF THE DITCHLINES ARE TO BE STRIPPED FOR AN EXTENDED PERIOD OF TIME THEN ROCK CHECKS SHOULD BE USED FOR DITCH CHECKS INSTEAD OF MANUFACTURED OR ROLLED DITCH CHECK PRODUCTS.
36. SEDIMENT TRAPS SHALL BE CONSTRUCTED BY OVER EXCAVATING 1 FOOT BELOW PROPOSED GRADE JUST UPSTREAM OF A TEMPORARY DITCH CHECK. OVER EXCAVATION SHALL BE PAID FOR AS EARTH EXCAVATION.
37. THE CONTRACTOR SHALL HAVE MATERIALS AVAILABLE ON SITE FOR A COFFERDAM DURING STREAM GRADING AND BRIDGE REPLACEMENT.

CREEK STRUCTURE REPLACEMENT NOTES

1. ALL DISTURBED AREAS AND WORK AREAS SHALL BE ISOLATED FROM CREEK FLOWS AT ALL TIMES. THE DIVERSION/ISOLATION OF THE CREEK FLOWS SHALL BE CONSTRUCTED FROM NON-ERODIBLE MATERIALS. THE KDSWCD MUST BE IN AGREEMENT WITH OVERALL EXACT METHOD OF DIVERSION/ISOLATION PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
2. NO WORK SHALL BE PERFORMED IN FLOWING WATER. WORK IN AND NEAR THE CRITICAL AREAS SHALL BE ISOLATED FROM CONCENTRATED FLOWS OR STREAM FLOW. ONCE WORK IN THIS AREA BEGINS, PRIORITY SHALL BE GIVEN TO THE COMPLETION OF THE WORK AND FINAL STABILIZATION OF ALL DISTURBED AREAS.
3. DURING WORK ON AND WITHIN THE CREEK, WORK SHALL BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS.
4. CONCENTRATED FLOW SHALL BE ISOLATED FROM THE WORK AREA USING A NON-ERODIBLE COFFERDAM (STEEL SHEETS, AQUA BARRIERS, ETC.). EXACT MEANS AND METHODS SHALL BE DISCUSSED DURING THE PRE-CONSTRUCTION MEETING.
5. IF BYPASS IS NECESSARY, THE INLET OF THE HOSE SHALL BE PLACED IN A SUMP PIT AND THE OUTLET PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE PRIOR TO REJOINING THE STREAMFLOW.
6. ALL DEWATERING SHALL BE FILTERED PRIOR TO ENTERING THE CREEK USING FILTER BAGS OR AN ALTERNATIVE MEASURE APPROVED BY THE ENGINEER. DEWATERING SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
7. THE SIDE SLOPES SHALL BE RESEEDED AND STABILIZED WITH EROSION CONTROL BLANKET PRIOR TO ACCEPTING FLOWS. THE BOTTOM OF THE SWALE SHALL BE STABLE ENOUGH TO ACCEPT FLOWS.

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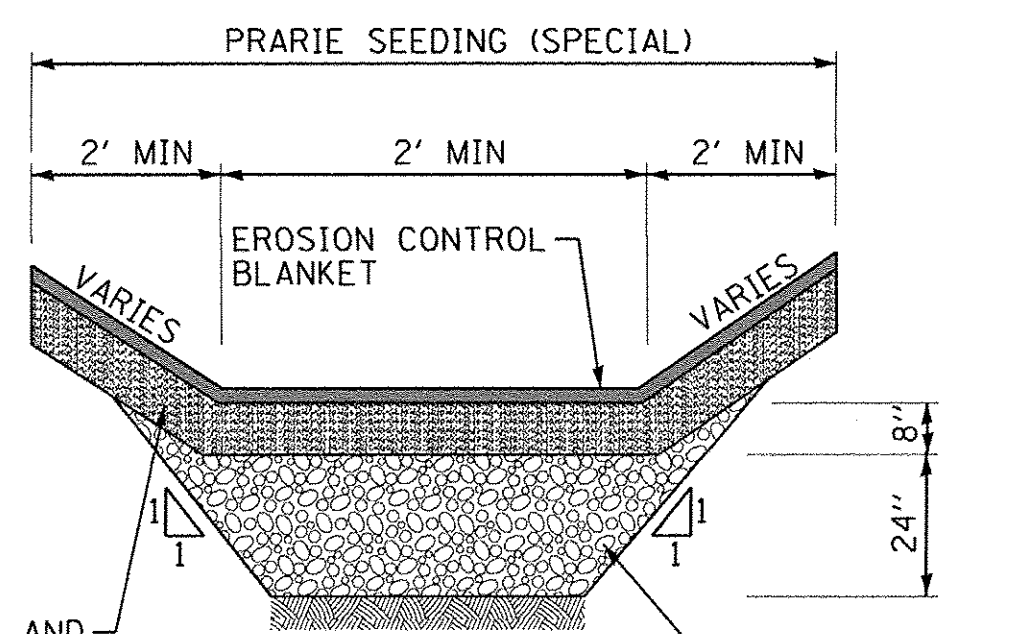
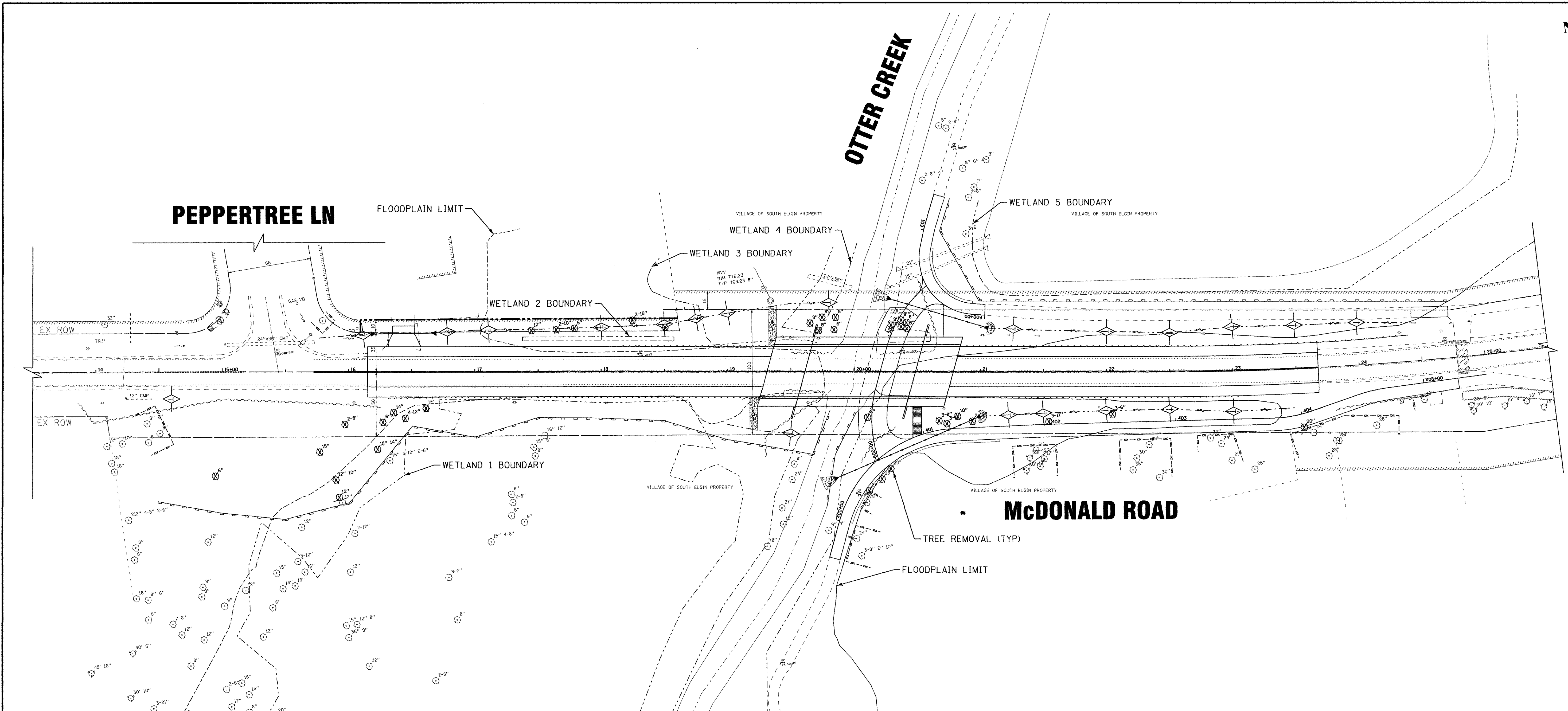
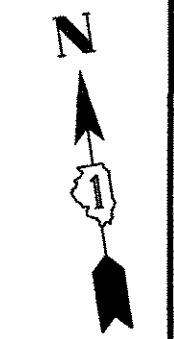
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL EROSION AND SEDIMENT CONTROL NOTES

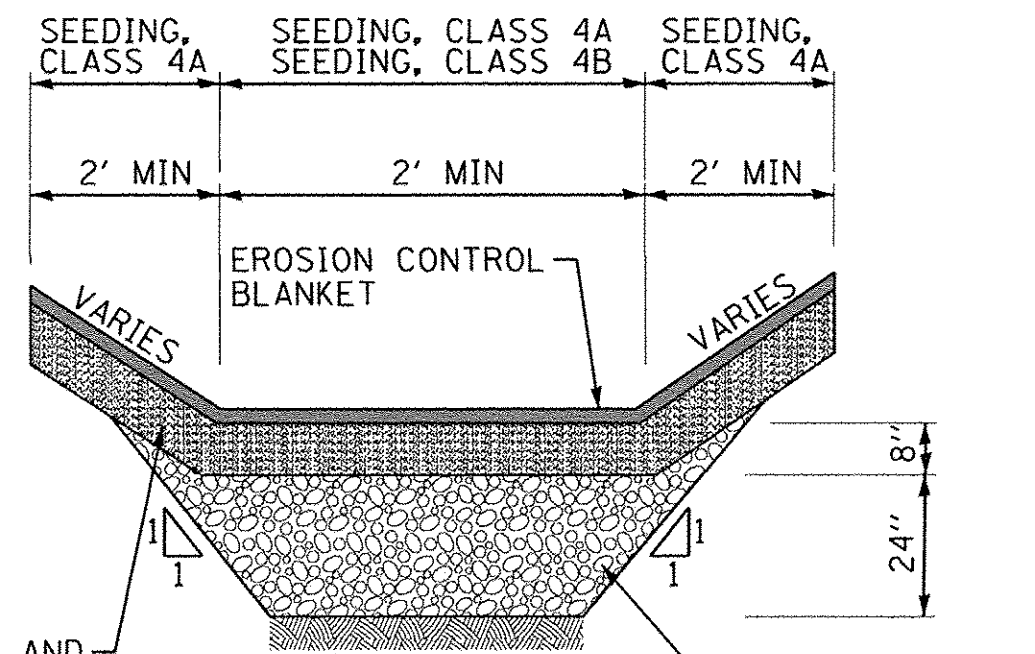
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STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	19
CONTRACT NO. 61D15				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BRM-9003(894)				



**TYPICAL SECTION - BIOSWALE
WEST OF OTTER CREEK**
NO SCALE
(SEE DRAINAGE AND UTILITY SHEETS FOR LOCATION)



**TYPICAL SECTION - BIOSWALE
EAST OF OTTER CREEK**
NO SCALE
(SEE DRAINAGE AND UTILITY SHEETS FOR LOCATION)

NOTE:
ANY DEWATERING SHALL BE FILTERED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (SEDIMENT TRAP, SEDIMENT BASIN, SEDIMENT FILTER BAG OR OTHER APPROVED MEASURE) AND DISCHARGED IN A WAY THAT PREVENTS EROSION. DEWATERING SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

- LEGEND**
- PERIMETER EROSION CONTROL
 - TEMPORARY DITCH CHECKS
 - STONE RIPRAP, CLASS A4 FILTER FABRIC
 - CULVERT INLET PROTECTION-STONE (PAID FOR AS INLET AND PIPE PROTECTION)
 - TEMPORARY FENCE

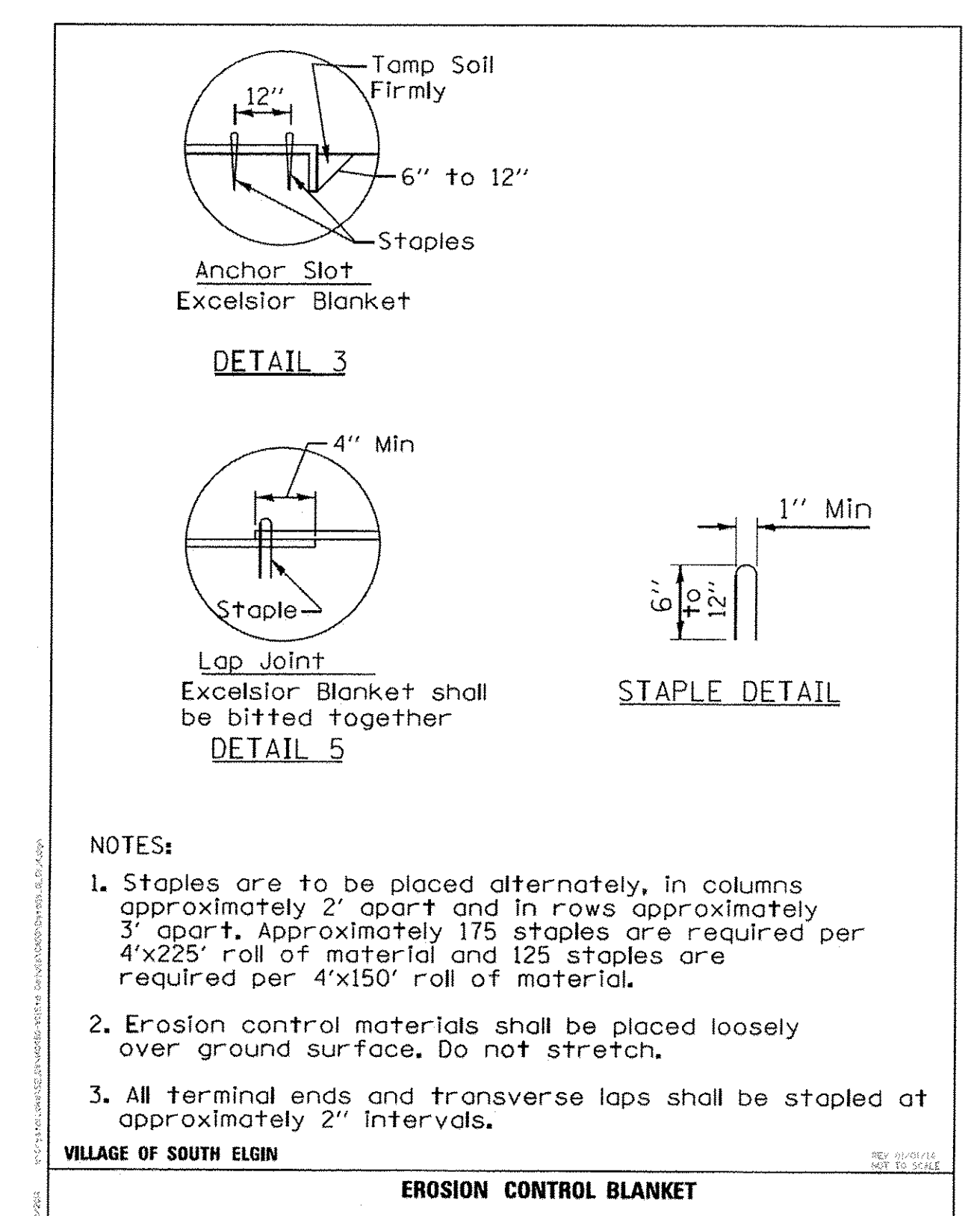
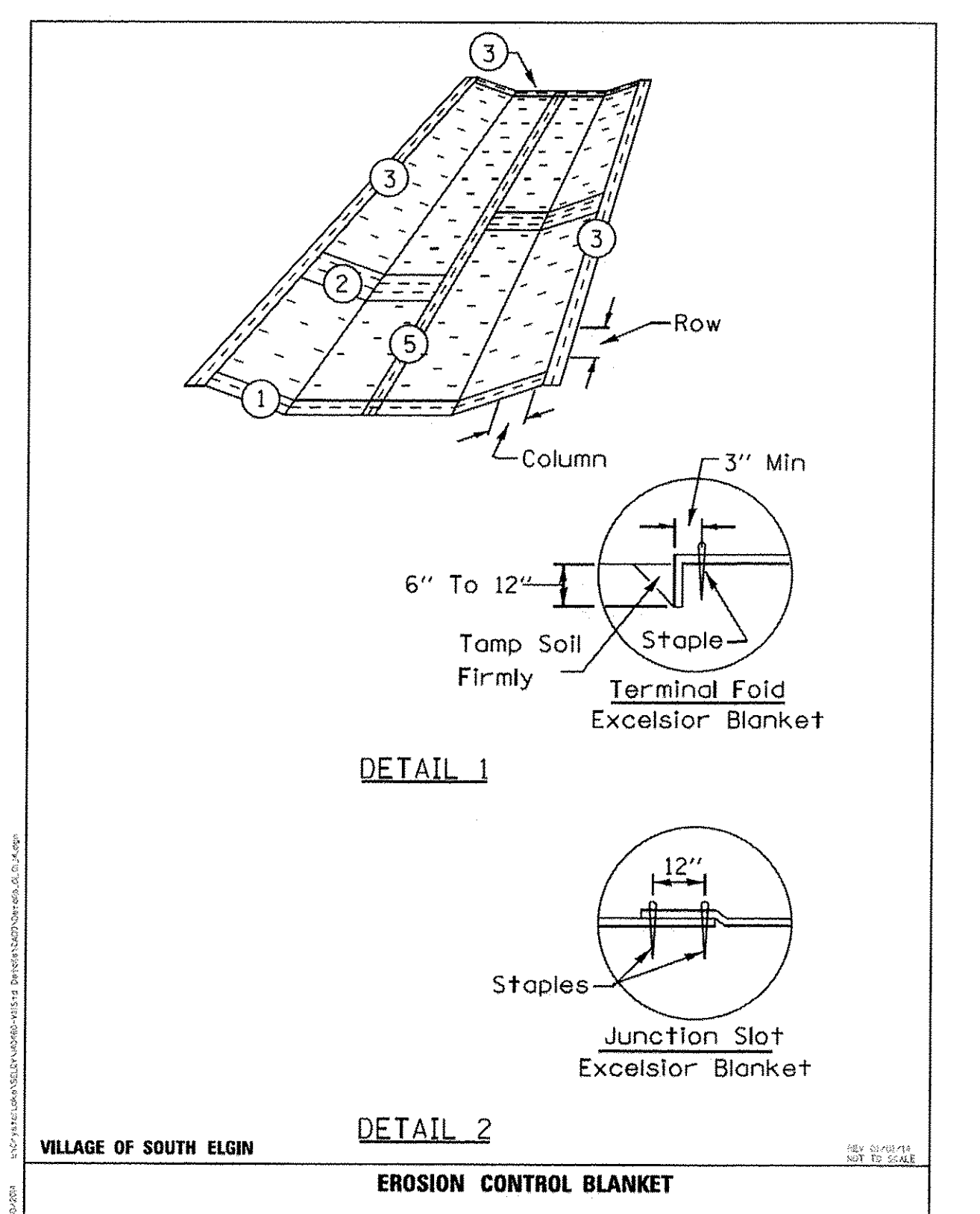
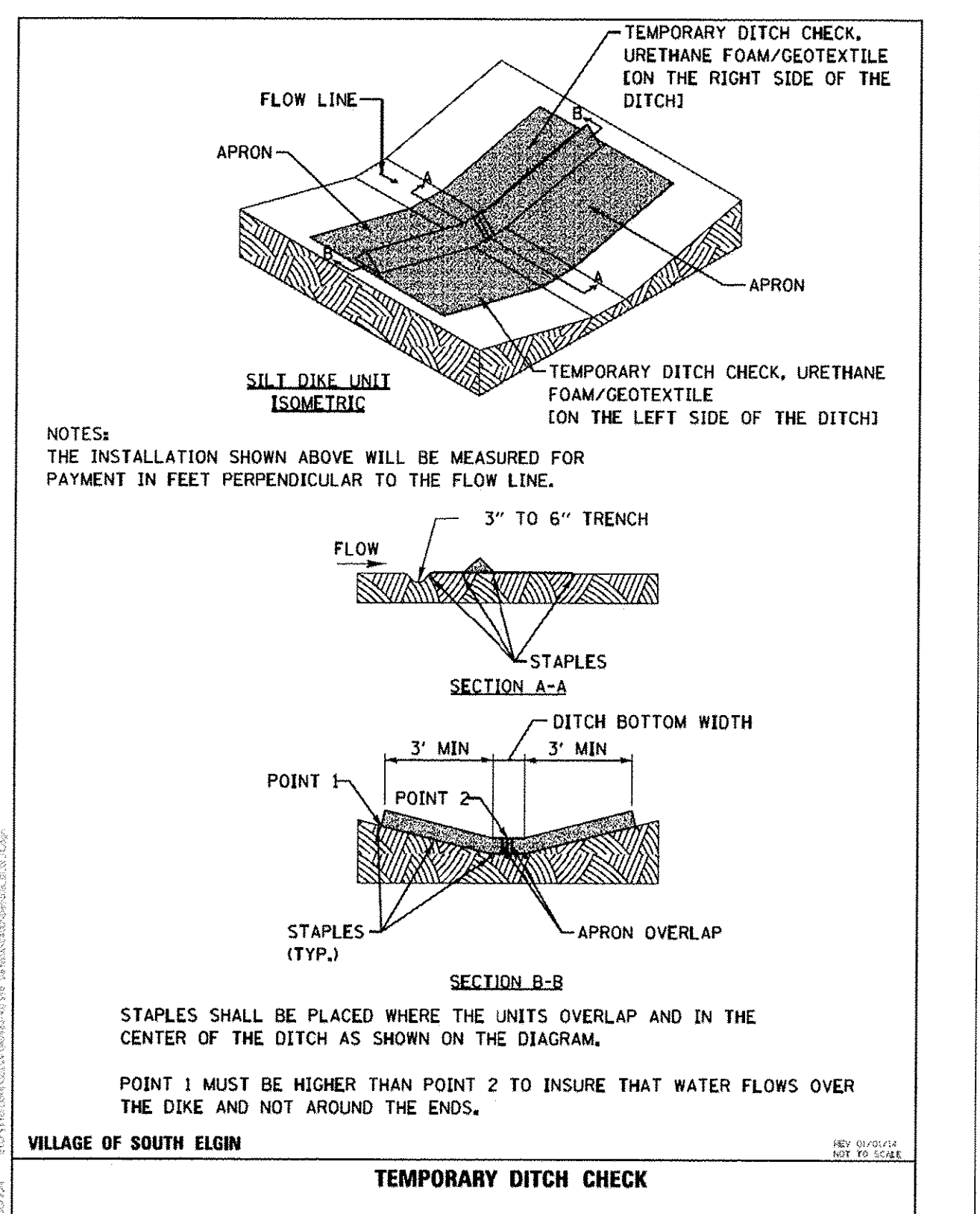
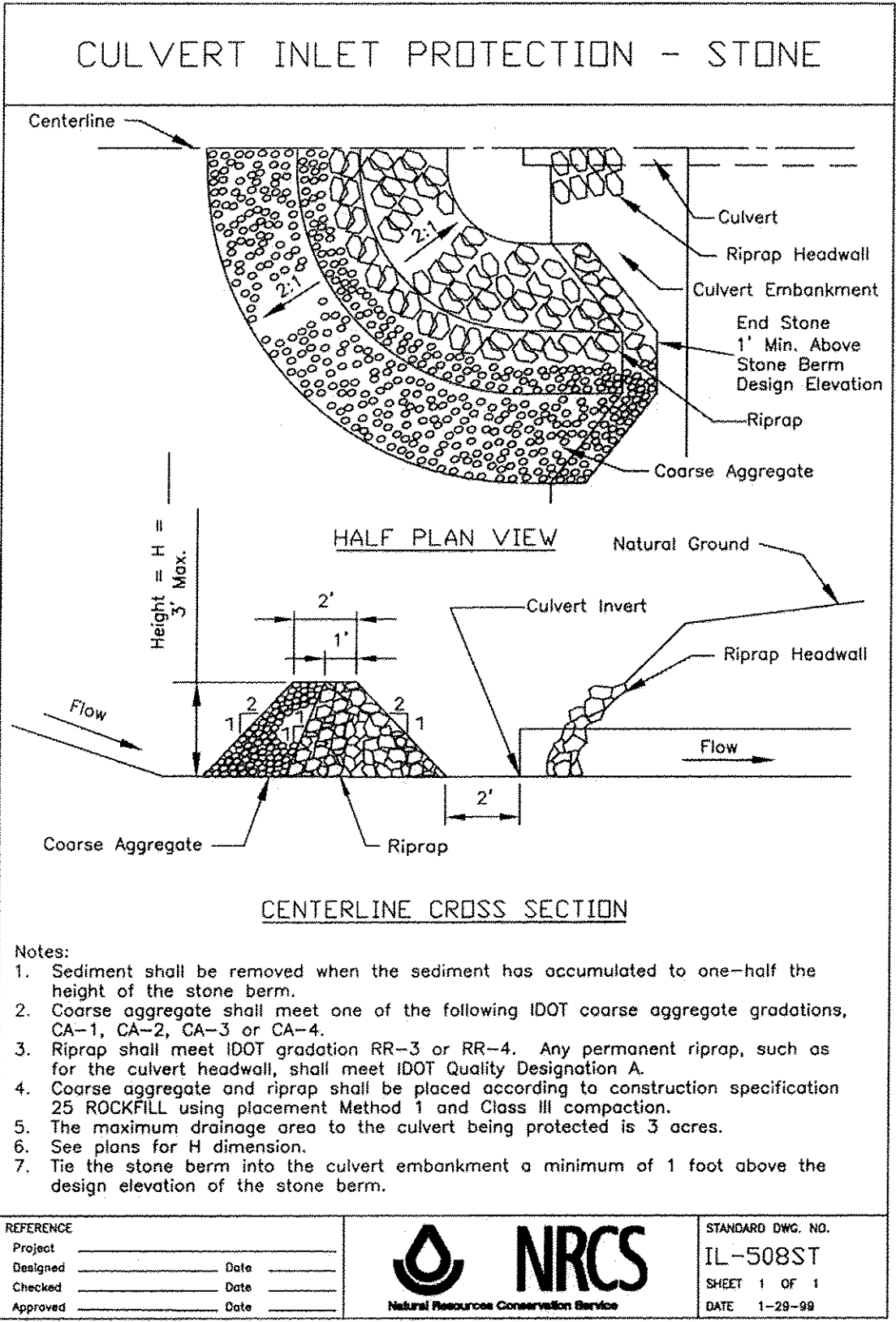
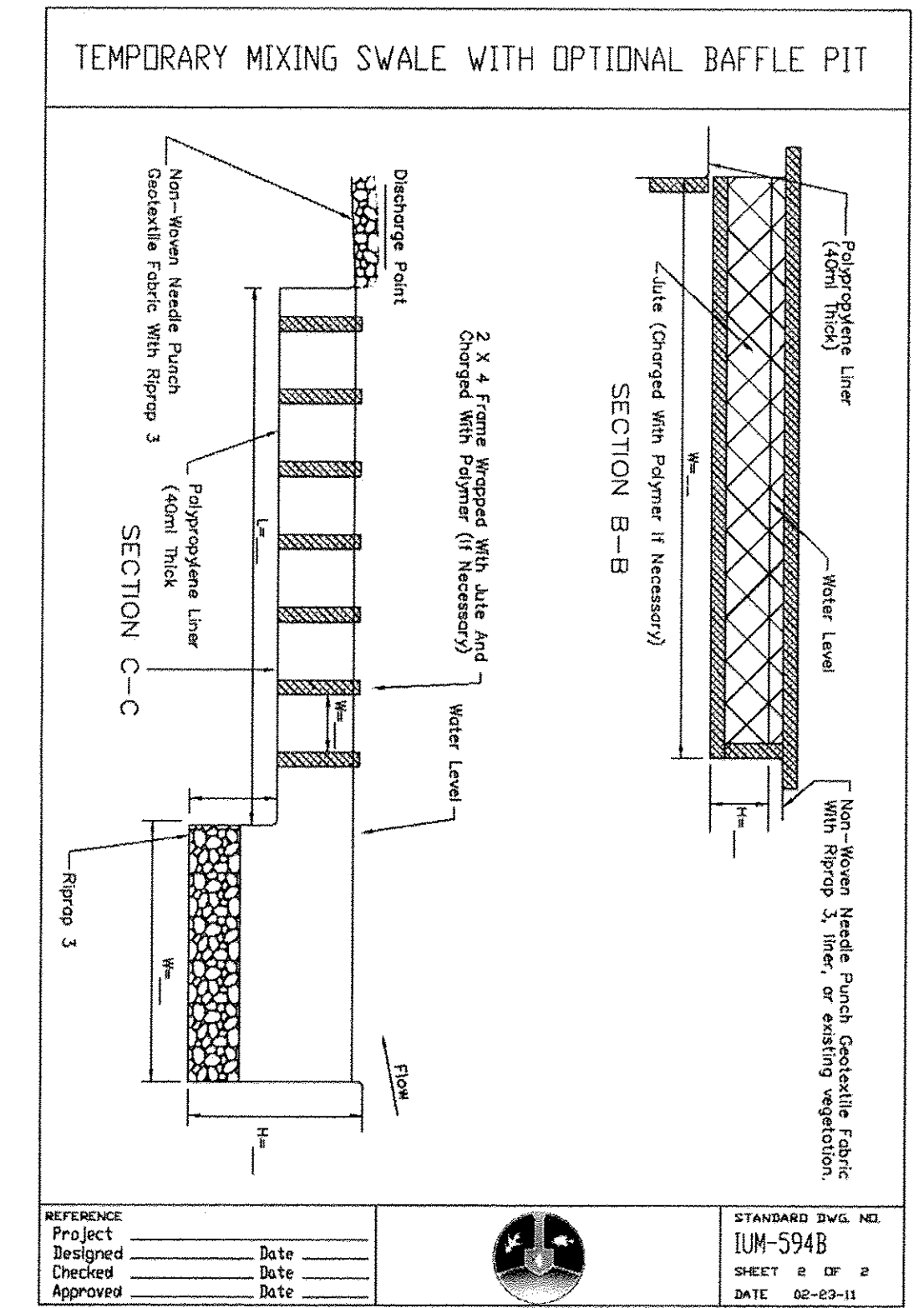
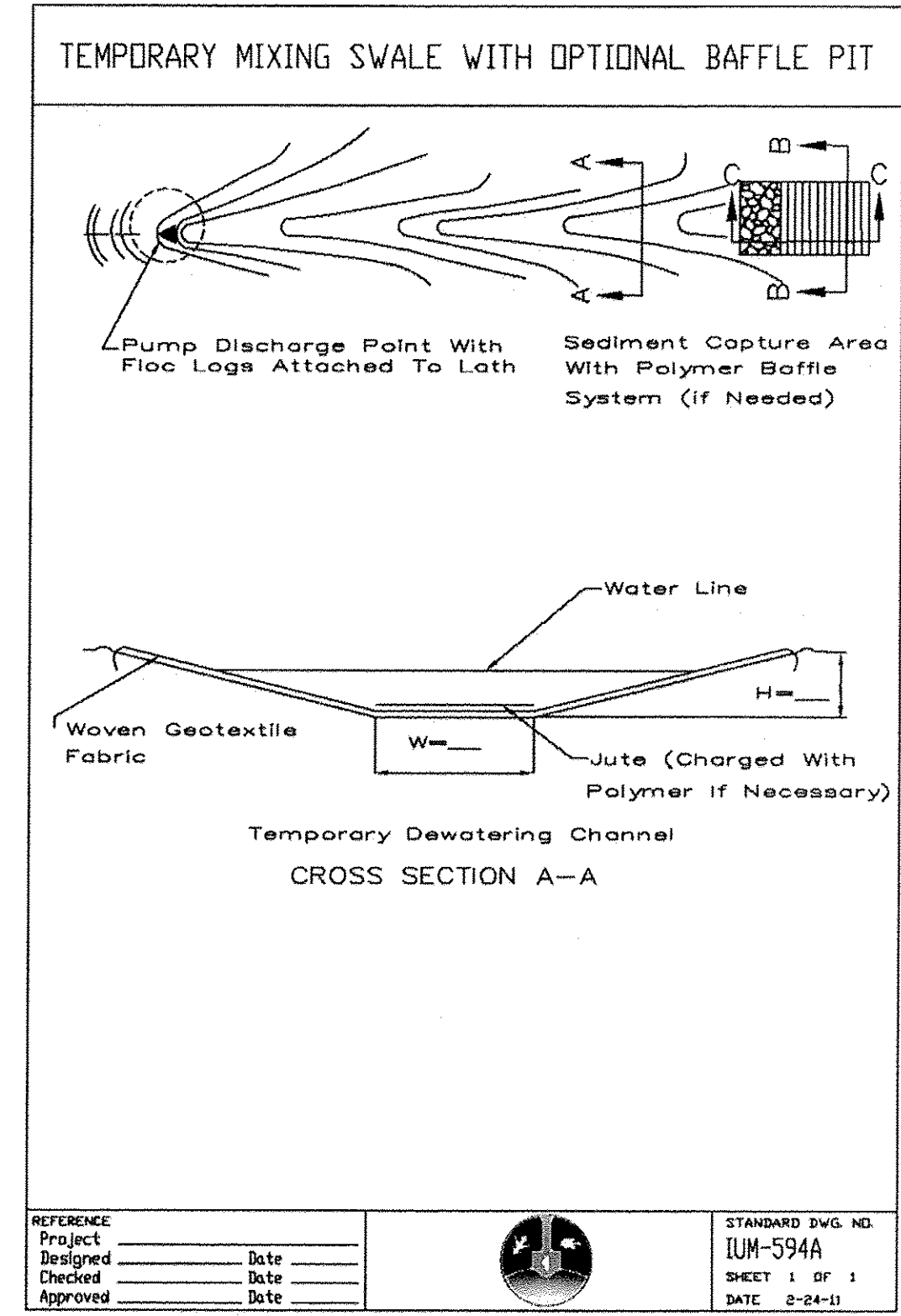
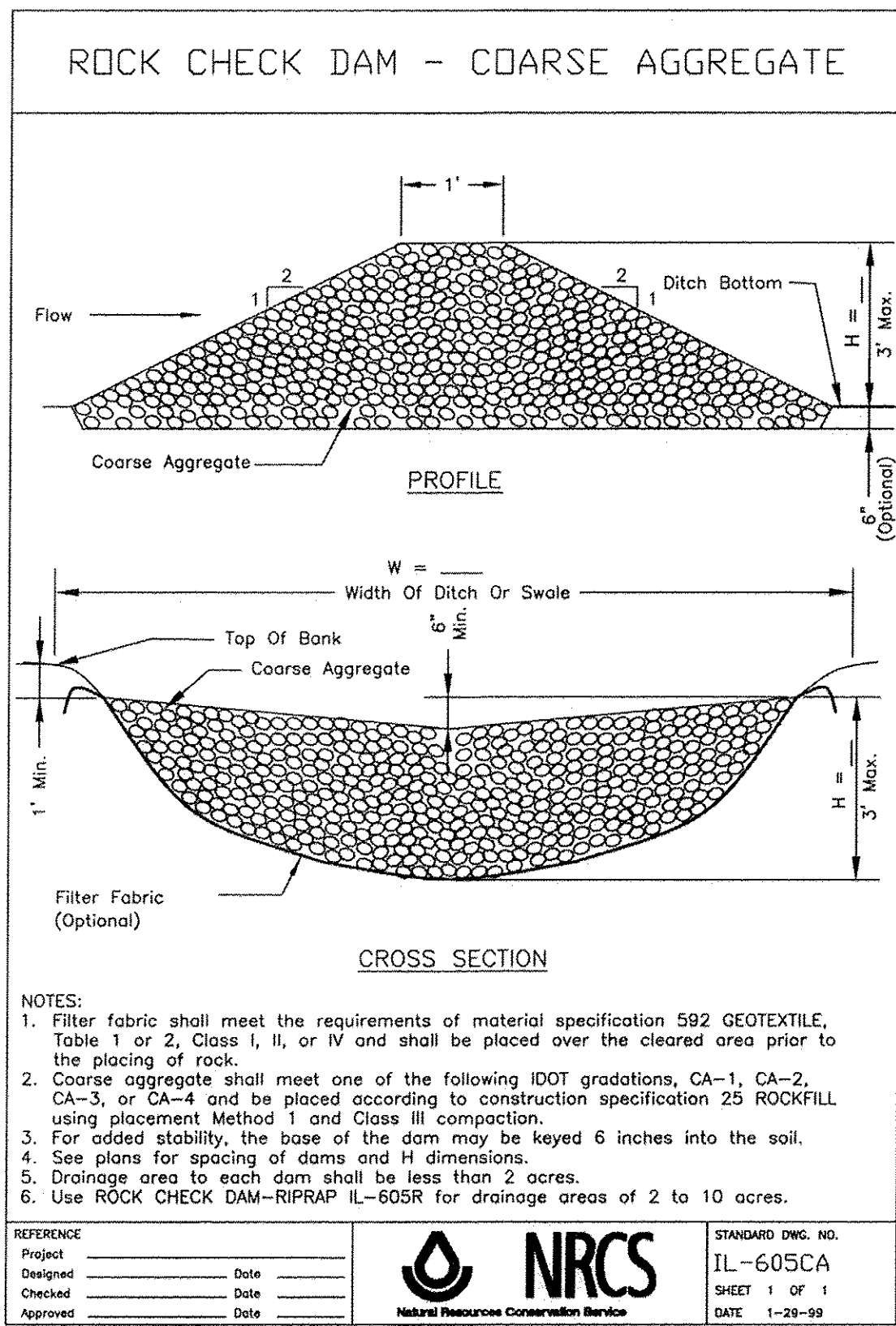
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN - McDonald Road
 SCALE: 1" = 40'
 STA. 13+00 TO STA. 19+00

F.A.P. RTE. 537	SECTION 11-00038-00-BR	COUNTY KANE	TOTAL SHEETS 73	SHEET NO. 20
CONTRACT NO. 61D15				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT BRM-900318940				



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS

SCALE: NONE

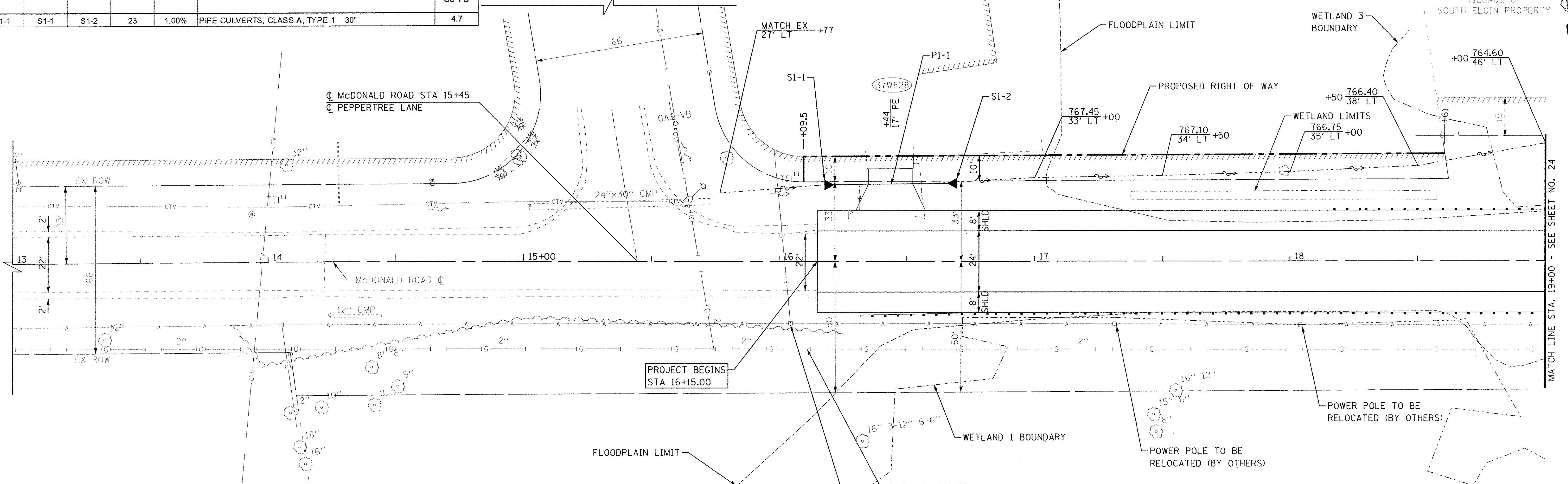
STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	22
CONTRACT NO. 61D15				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BRM-9003(894)				

DRAINAGE PIPE SCHEDULE

PIPE NO.	FROM	TO	LENGTH FT	SLOPE %	PIPE TYPE	TRENCH BACKFIL CU YD
P1-1	S1-1	S1-2	23	1.00%	PIPE CULVERTS, CLASS A, TYPE 1 30"	4.7

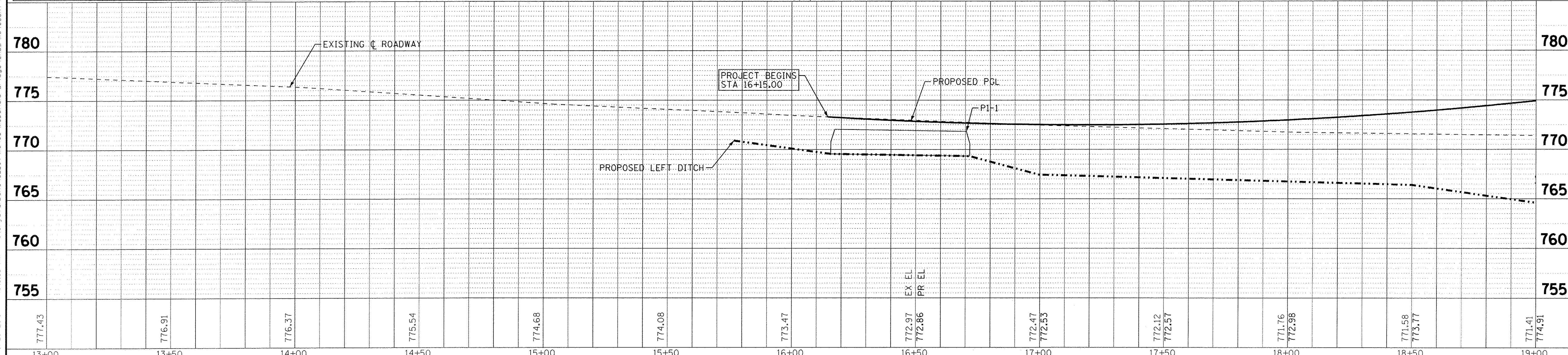
PEPPERTREE LN



DRAINAGE STRUCTURE SCHEDULE

STRUCTURE NO.	STA.	OFFSET FT	STRUCTURE TYPE	RIM/EOP	INVERTS
S1-1	16+16	30' LT	CONCRETE END SECTION, STANDARD 542001, 30", 1:4 TRAVERSABLE PIPE GRATE	769.56 30" E	
S1-2	16+72	31' LT	CONCRETE END SECTION, STANDARD 542001, 30", 1:4 TRAVERSABLE PIPE GRATE	769.33 30" W	

McDONALD ROAD



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DATE - 4-22-16	FILE - 110405SHT-DUI.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY

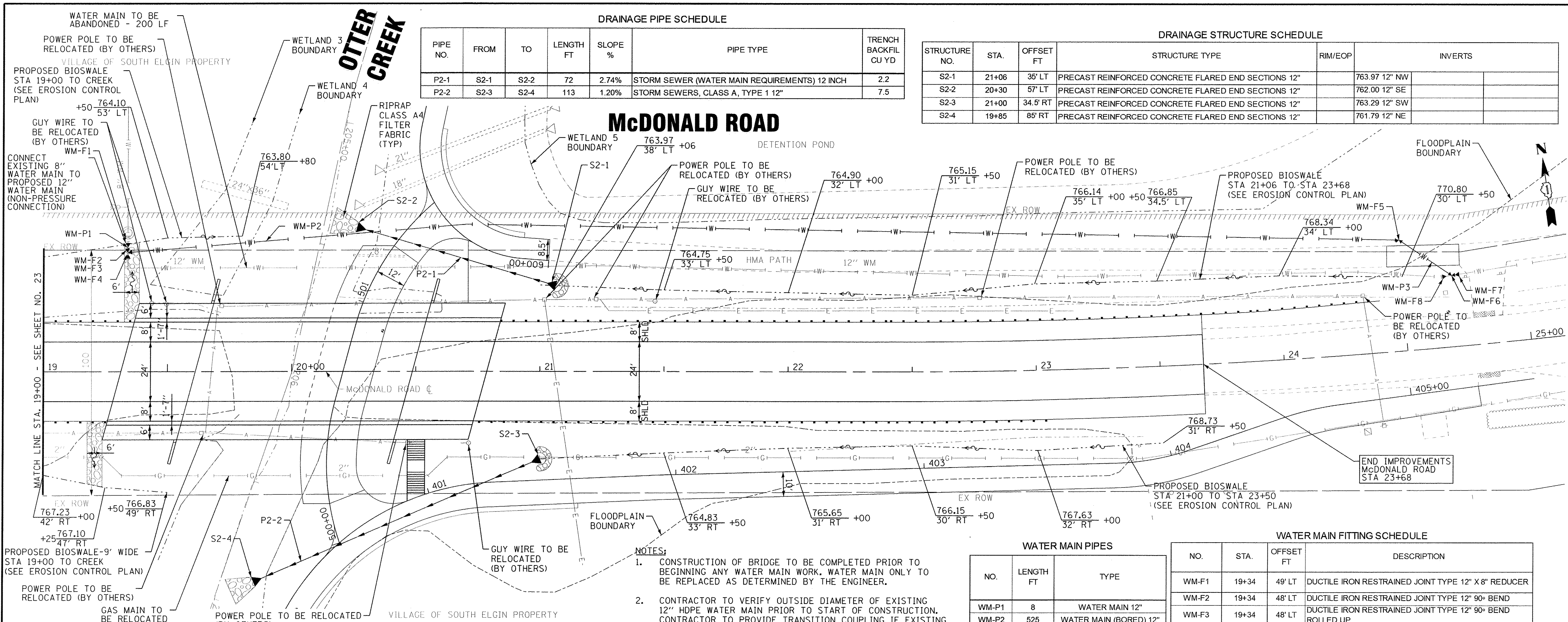
SCALE: H: 1"=20' V: 1"=5'

STA. 13+00 TO STA. 19+00

F.A. RTE. 537	SECTION 11-00038-00-BR	COUNTY KANE	TOTAL SHEETS 73	SHEET NO. 23
CONTRACT NO. 61D15			FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT BRM-9003(894)	

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MATCH LINE STA. 19+00 - SEE SHEET NO. 24



DRAINAGE PIPE SCHEDULE

PIPE NO.	FROM	TO	LENGTH FT	SLOPE %	PIPE TYPE	TRENCH BACKFILL CU YD
P2-1	S2-1	S2-2	72	2.74%	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	2.2
P2-2	S2-3	S2-4	113	1.20%	STORM SEWERS, CLASS A, TYPE 1 12"	7.5

DRAINAGE STRUCTURE SCHEDULE

STRUCTURE NO.	STA.	OFFSET FT	STRUCTURE TYPE	RIM/EOP	INVERTS
S2-1	21+06	35' LT	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"		763.97 12" NW
S2-2	20+30	57' LT	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"		762.00 12" SE
S2-3	21+00	34.5' RT	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"		763.29 12" SW
S2-4	19+85	85' RT	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"		761.79 12" NE

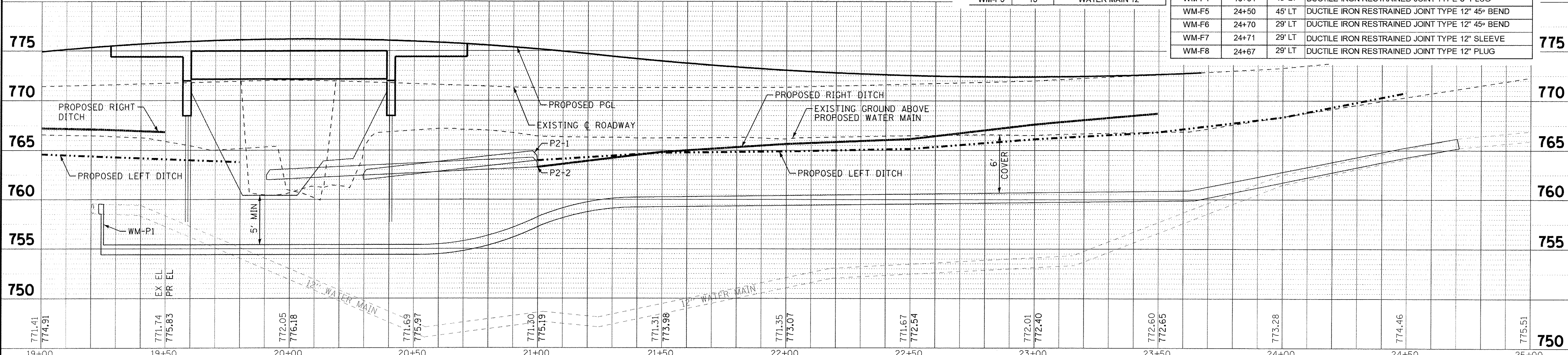
WATER MAIN PIPES

NO.	LENGTH FT	TYPE
WM-P1	8	WATER MAIN 12"
WM-P2	525	WATER MAIN (BORED) 12"
WM-P3	15	WATER MAIN 12"

WATER MAIN FITTING SCHEDULE

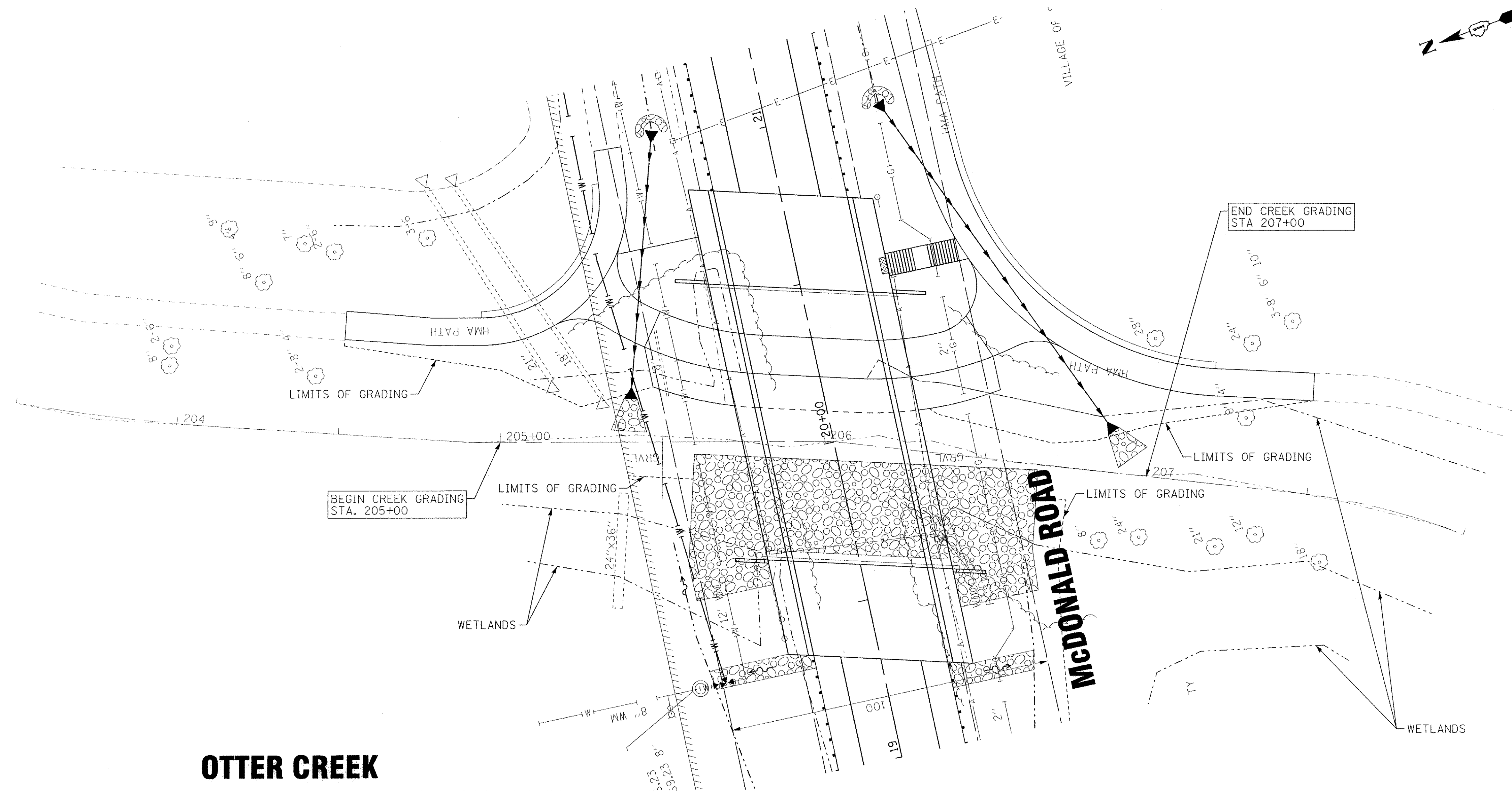
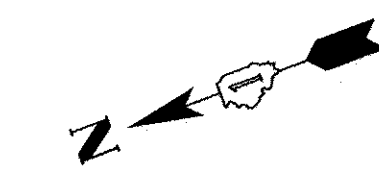
NO.	STA.	OFFSET FT	DESCRIPTION
WM-F1	19+34	49' LT	DUCTILE IRON RESTRAINED JOINT TYPE 12" X 8" REDUCER
WM-F2	19+34	48' LT	DUCTILE IRON RESTRAINED JOINT TYPE 12" 90° BEND
WM-F3	19+34	48' LT	DUCTILE IRON RESTRAINED JOINT TYPE 12" 90° BEND ROLLED UP
WM-F4	19+34	45' LT	DUCTILE IRON RESTRAINED JOINT TYPE 8" PLUG
WM-F5	24+50	45' LT	DUCTILE IRON RESTRAINED JOINT TYPE 12" 45° BEND
WM-F6	24+70	29' LT	DUCTILE IRON RESTRAINED JOINT TYPE 12" 45° BEND
WM-F7	24+71	29' LT	DUCTILE IRON RESTRAINED JOINT TYPE 12" SLEEVE
WM-F8	24+67	29' LT	DUCTILE IRON RESTRAINED JOINT TYPE 12" PLUG

- NOTES:**
- CONSTRUCTION OF BRIDGE TO BE COMPLETED PRIOR TO BEGINNING ANY WATER MAIN WORK. WATER MAIN ONLY TO BE REPLACED AS DETERMINED BY THE ENGINEER.
 - CONTRACTOR TO VERIFY OUTSIDE DIAMETER OF EXISTING 12" HDPE WATER MAIN PRIOR TO START OF CONSTRUCTION. CONTRACTOR TO PROVIDE TRANSITION COUPLING IF EXISTING PIPE IS NOT DUCTILE IRON OUTSIDE DIAMETER (DIOD).

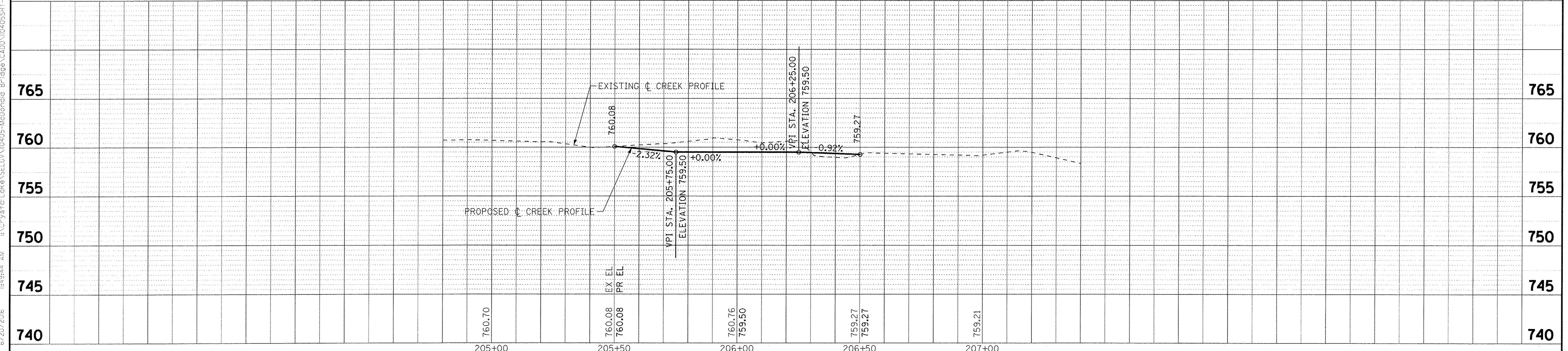


BAXTER & WOODMAN Consulting Engineers	DESIGNED - AMW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE AND UTILITY	F.A. RTE. 537	SECTION 11-00038-00-BR	COUNTY KANE	TOTAL SHEETS 73	SHEET NO. 24
	DRAWN - KAR	REVISED -			SCALE: H: 1"=20' V: 1"=5'		STA. 19+00 TO STA. 25+00		CONTRACT NO. 61D15
CHECKED - DJS	REVISED -	FILE 110405SHT-DU2.dgn			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BRM-9003(894)				
DATE 4-22-16									

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OTTER CREEK



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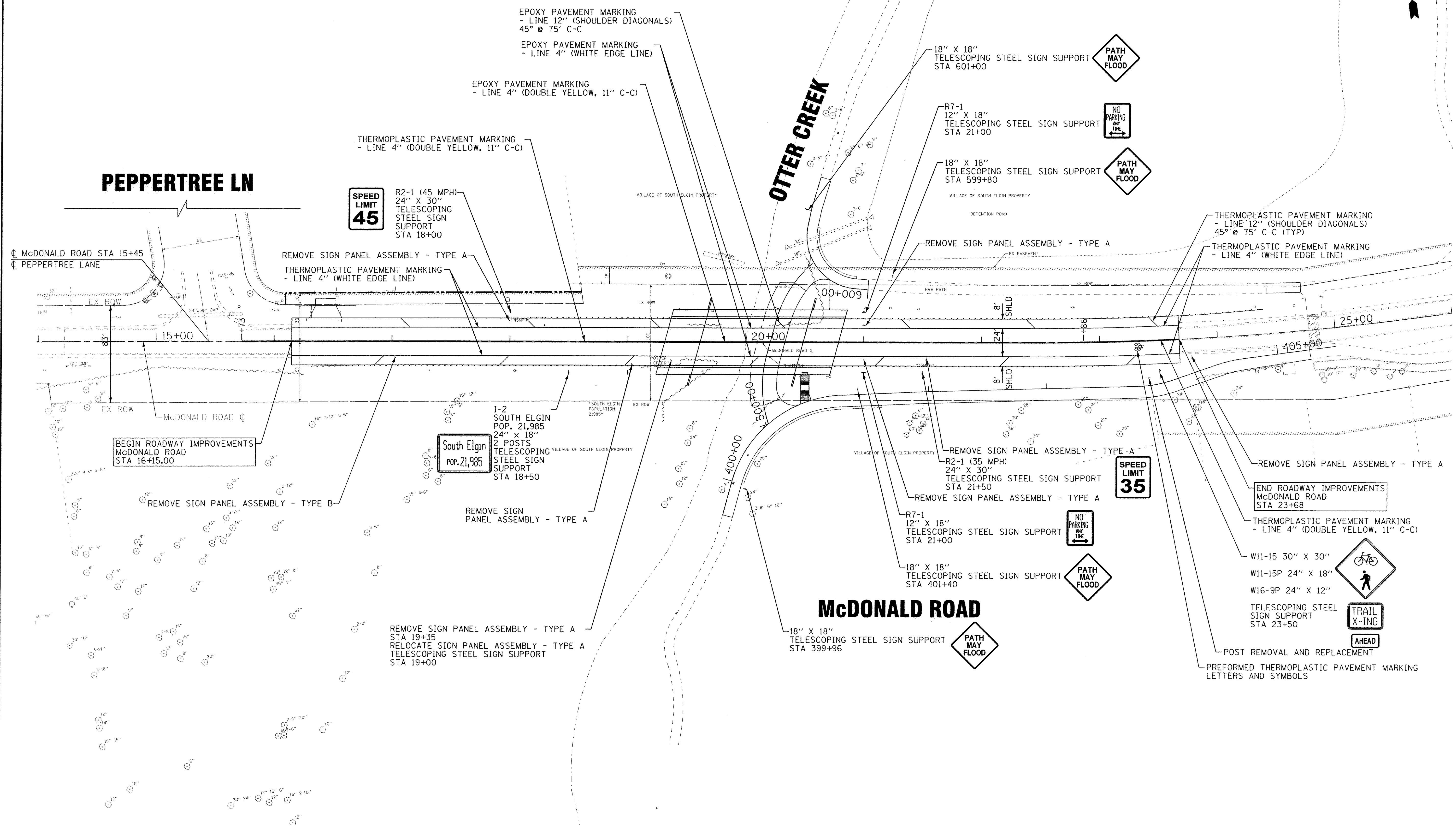
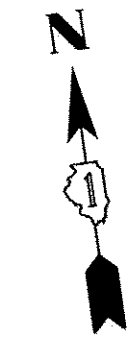
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY
OTTER CREEK

SCALE: H: 1"=20' V: 1"=5'

STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	25
CONTRACT NO. 61D15				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BRM-9003(894)				



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 PROJECT: 11-00038-00-BR
 SHEET: 26 OF 73
 DATE: 4/20/2016

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNAGE PLAN
 SCALE: 1" = 40'
 STA. 14+00 TO STA. 26+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	26
CONTRACT NO. 61D15				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BRM-9003(894)				

PART OF SECTION 32, TOWNSHIP 41 NORTH, RANGE 8, EAST OF THIRD PRINCIPAL MERIDIAN, IN KANE COUNTY, ILLINOIS

LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- SECTION / QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- EXISTING ACCESS CONTROL LINE
- PROPOSED ACCESS CONTROL LINE
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- EXISTING BUILDING

Notes:

- Bearings and distances are referenced to Illinois State Plane Coordinate System, East Zone, North American Datum of 1983, "grid" (2011 adjustment)
- Coordinates are based on Illinois State Plane Coordinate System, East Zone, North American Datum of 1983, "grid" (2011 adjustment)
- All dimensions are measured unless otherwise noted.
- All measured and calculated distances are grid. To obtain ground distances, divide grid distances by the combination factor of 0.99975.

IRON PIPE OR ROD FOUND
CUT CROSS FOUND OR SET

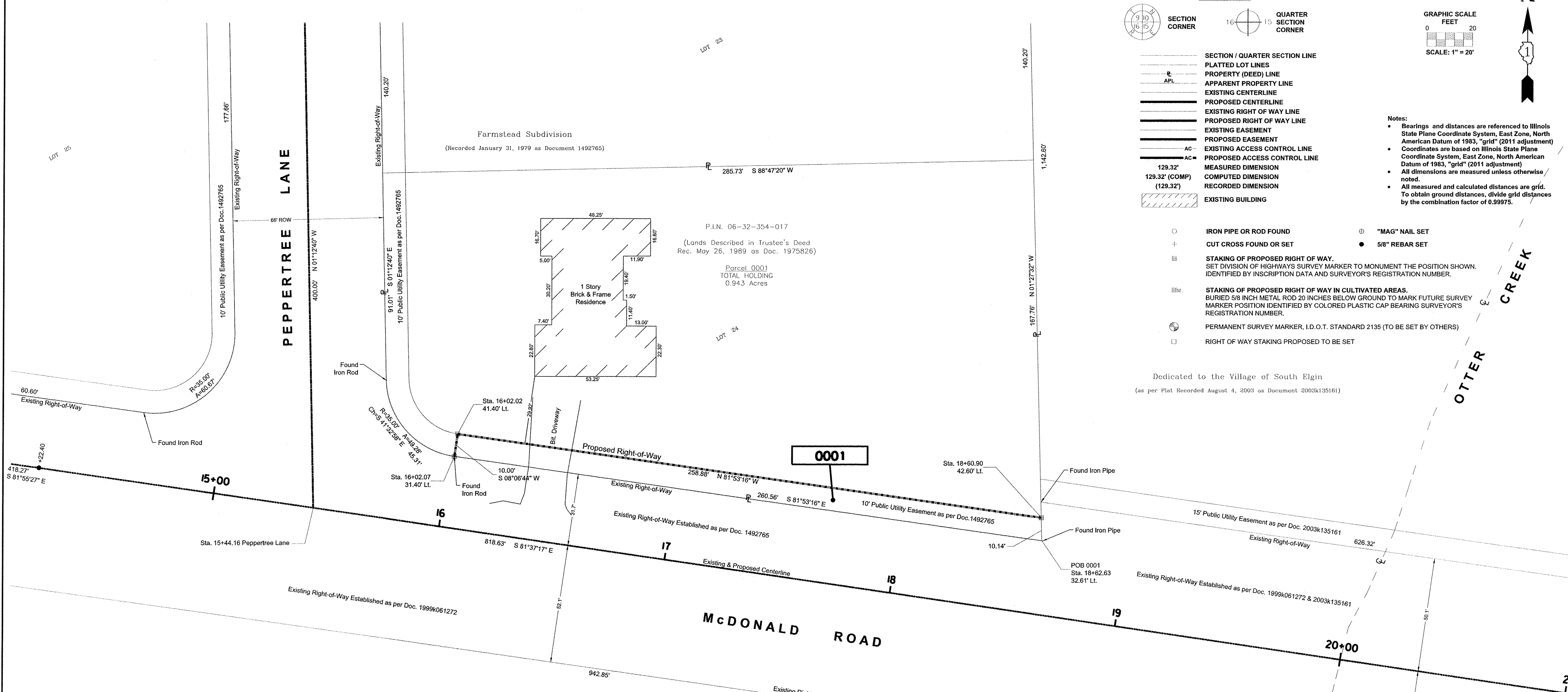
STAKING OF PROPOSED RIGHT OF WAY.
 SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYOR'S REGISTRATION NUMBER.

STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.
 BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYOR'S REGISTRATION NUMBER.

PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)

RIGHT OF WAY STAKING PROPOSED TO BE SET

"MAG" NAIL SET
5/8" REBAR SET



PARCEL NUMBER	TOTAL HOLDING ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA		PARCEL INDEX NUMBER
					ACRES	SQUARE FEET	
0001	0.943	0.060	N/A	0.883	-	-	06-32-354-017

Dedicated to the Village of South Elgin
 (as per Plat Recorded June 22, 1999 as Document 1999k061272)

PROJECT COORDINATES
 Illinois State Plane, East Zone, NAD 83 (2011)

Proposed Right-of-Way/Easement			Centerline Alignment		
Station / Description	Northing	Easting	Station / Description	Northing	Easting
16+02.07 31.40' LT.	1,937,264.00	977,737.78	10+04.14	1,937,317.87	977,141.34
16+02.02 41.40' LT.	1,937,273.90	977,739.19	14+22.40	1,937,259.11	977,555.46
18+60.90 42.60' LT.	1,937,237.37	977,995.48	22+41.04	1,937,139.83	978,365.36
18+62.63 32.61' LT.	1,937,227.23	977,995.74			

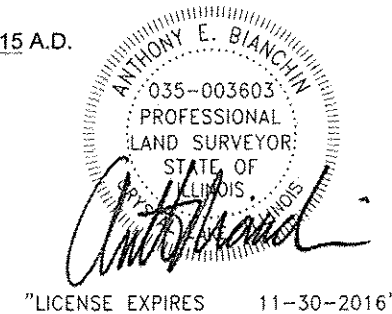
STATE OF ILLINOIS)
 COUNTY OF MCHENRY)

THIS IS TO CERTIFY THAT I, ANTHONY E. BIANCHINI, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 32 TOWNSHIP 41 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, KANE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT CRYSTAL LAKE, ILLINOIS THIS 11TH DAY OF DECEMBER, 2015 A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003603
 LICENSE EXPIRATION DATE: NOVEMBER 30, 2016

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.



BAXTER & WOODMAN
 Consulting Engineers
 8078 RIDGEBLVD RD • CRYSTAL LAKE, IL 60912
 PHONE: 815-459-1260 • FAX: 815-455-0450

PLAT OF HIGHWAYS

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 McDONALD ROAD

LIMITS : OVER OTTER CREEK COUNTY : KANE
 SECTION : 11-00038-00-BR JOB NO. : R-55-001-97
 STA. 14+50 TO STA. 21+00
 SCALE : 1" = 20' SHEET 2 OF 2 SHEETS

BUREAU OF LAND ACQUISITION
 201 WEST CENTER COURT
 SCHAUMBURG, ILLINOIS 60196

BAXTER & WOODMAN
 Consulting Engineers

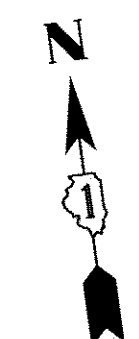
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DRAWN - KAR	REVISED -
CHECKED - DJS	REVISED -
DATE - 4-22-16	FILE - 110405SHT-Plat.dgn

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

HIGHWAY PLAT

SCALE:	STA.	TO STA.	F.A.P. RTE. 537	SECTION 11-00038-00-BR	COUNTY KANE	TOTAL SHEETS 73	SHEET NO. 27
			CONTRACT NO. 61D15		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BRM-90031894		

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 ALL RIGHTS RESERVED.
 LICENSE NO. 11-186-001121 EXPIRES 6/30/2017
 6/20/2016 11:43:49 AM H:\CRystalLake\SELG\110405-McDonald, Bridge\CADD\PLATS\110405 - PLATS.DWG Cover Sheet



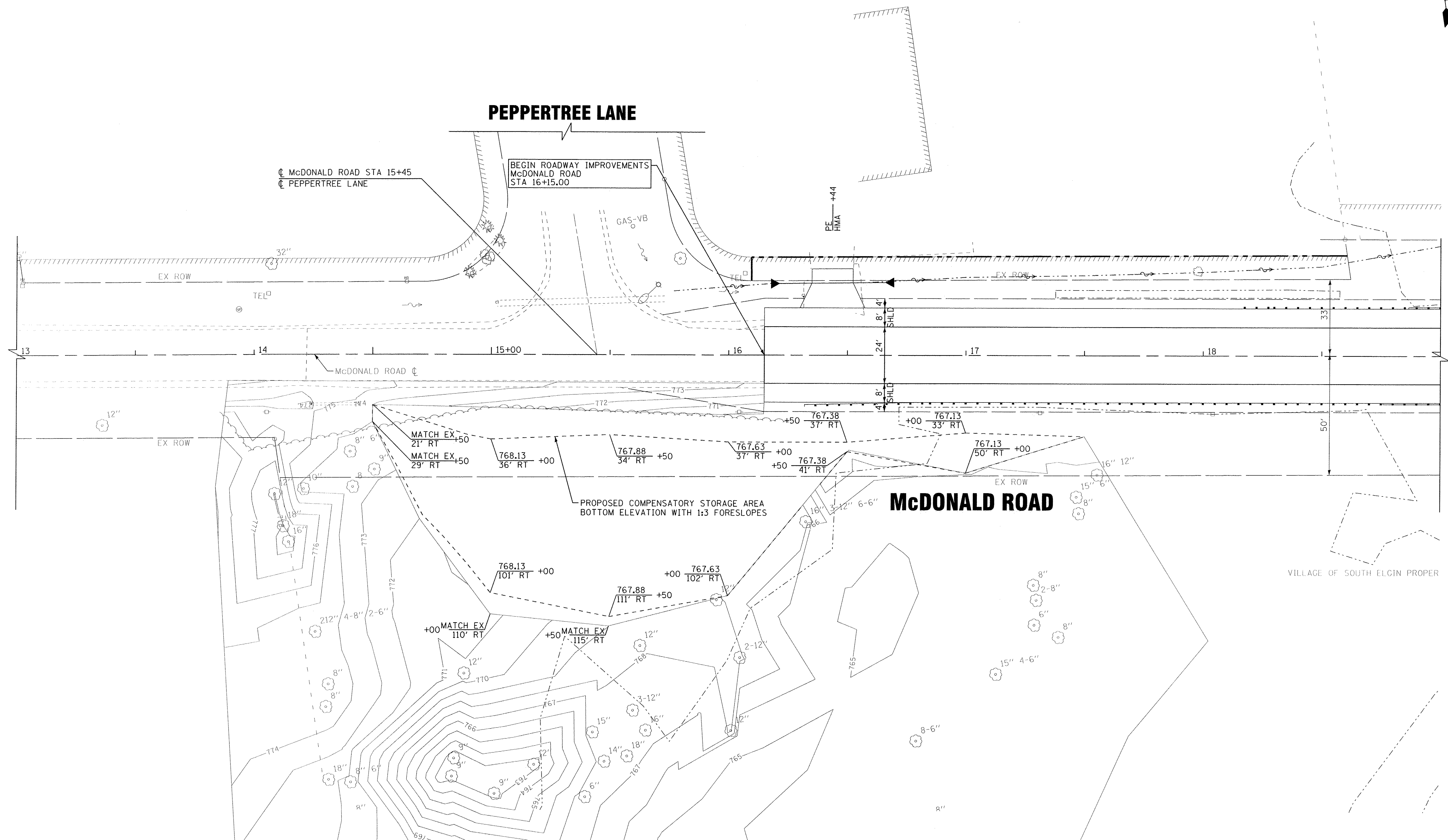
PEPPERTREE LANE

McDONALD ROAD STA 15+45
PEPPERTREE LANE

BEGIN ROADWAY IMPROVEMENTS
McDONALD ROAD
STA 16+15.00

PE
HMA
+44

GAS-VB



PROPOSED COMPENSATORY STORAGE AREA
BOTTOM ELEVATION WITH 1:3 FORESLOPES

McDONALD ROAD

VILLAGE OF SOUTH ELGIN PROPER

COPYRIGHT © 2015 BY BAXTER & WOODMAN, P.C.
 STATE OF ILLINOIS PROFESSIONAL DESIGN FIRM
 LICENSE NO. 184-00121 - EXPIRES 4/30/2017
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DESIGNED - AMW	REVISED -
DRAWN - KAR	REVISED -
CHECKED - DJS	REVISED -
DATE - 4-22-16	FILE - 110405SHT-Landscape1.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GRADING PLAN

SCALE: 1" = 20' STA. 13+00 TO STA. 19+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	28
CONTRACT NO. 61D15				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BRM-9003(894)				

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.

Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

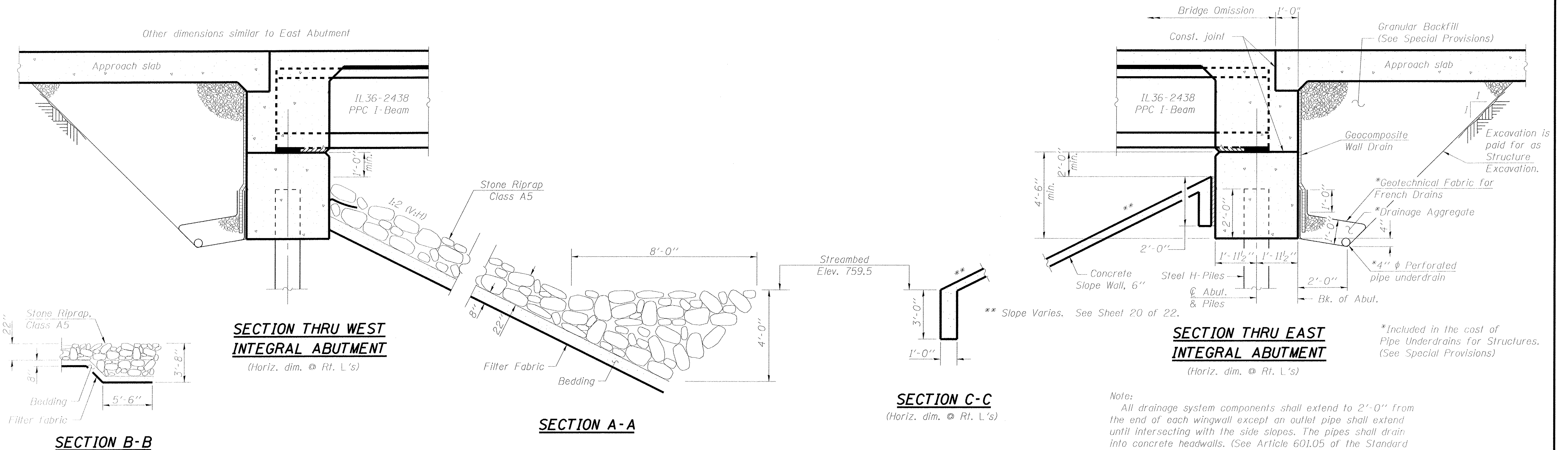
Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure.

INDEX OF SHEETS

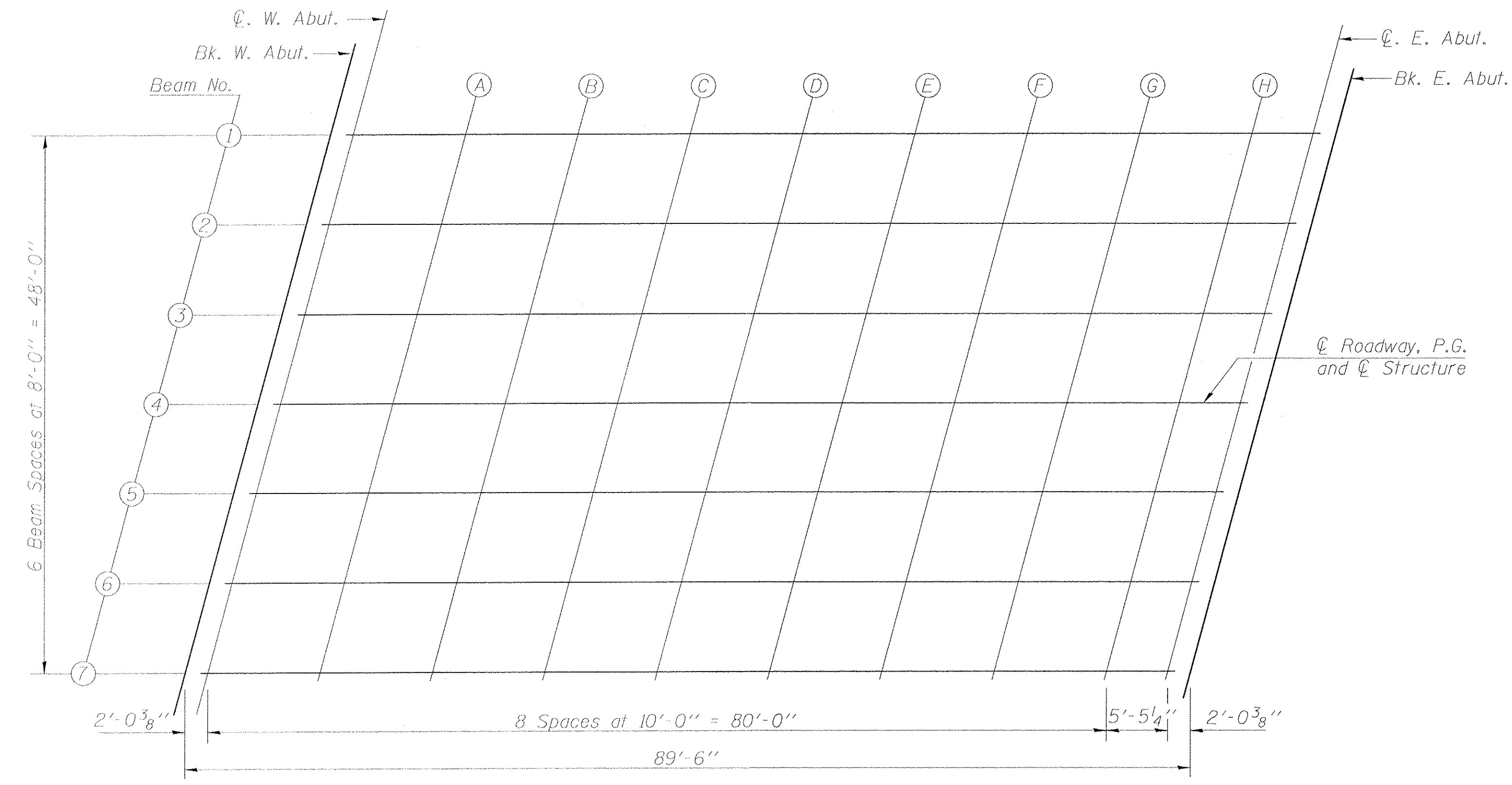
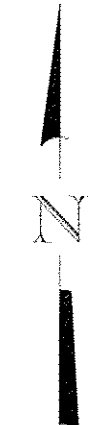
1. General Plan
2. General Data
- 3-4. Top of Slab Elevations
5. Top of West Approach Slab Elevations
6. Top of East Approach Slab Elevations
7. Superstructure
8. Superstructure Details
9. Diaphragm Details
- 10-11. Bridge Approach Slab Details
12. Framing Details
13. IL36N Beam
14. IL36N Beam Details
15. West Abutment
16. East Abutment
17. HP Pile Details
18. Pedestrian Railing Details
19. Concrete Stair & Railing Details
20. Slope Wall Details
- 21-22. Boring Logs

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq Yd		440	440
Filter Fabric	Sq Yd		440	440
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu Yd		372	372
Cofferdam (Type 1) (Location - 1)	Each		1	1
Concrete Structures	Cu Yd		118.0	118.0
Concrete Superstructure	Cu Yd	227.1		227.1
Bridge Deck Grooving	Sq Yd	622		622
Protective Coat	Sq Yd	1004		1004
Concrete Superstructure (Approach Slab)	Cu Yd	168.3		168.3
Furnishing and Erecting Precast Prestressed Concrete Beams, IL36N	Foot	607		607
Reinforcement Bars, Epoxy Coated	Pound	81480	19430	100910
Pedestrian Railing	Foot	347		347
Slope Wall 6 Inch	Sq Yd		492	492
Furnishing Steel Piles HP14x73	Foot		560	560
Driving Piles	Foot		560	560
Test Pile Steel HP14x73	Each		2	2
Pile Shoes	Each		16	16
Name Plates	Each		1	1
Geocomposite Wall Drain	Sq Yd		112	112
Concrete Steps	Cu Yd	7.6		7.6
Pipe Underdrains for Structures 4"	Foot		178	178
Granular Backfill for Structures	Cu Yd		205	205
Wood Post and Rail Fence	Foot		110	110



Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 60110).



PLAN

INTERIOR BEAMS

* Variable (not less than 1/2")

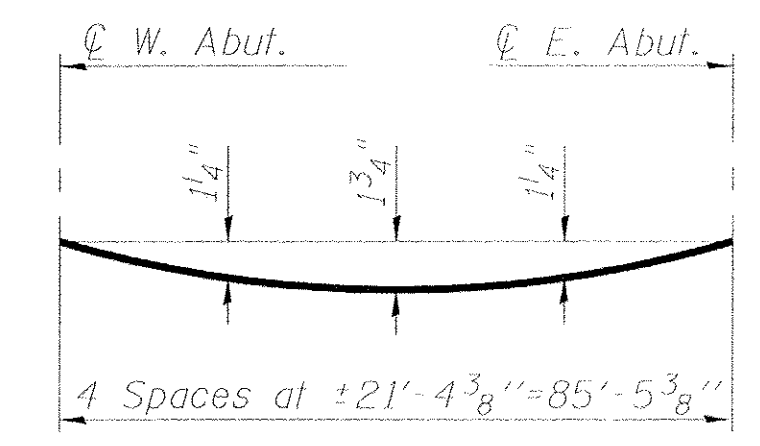
At Minimum Fillet

At Maximum Fillet

EXTERIOR BEAMS

To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown below, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams).

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	19+66.60	-24.00	775.51	775.51
W. Abut.	19+68.63	-24.00	775.52	775.52
A	19+78.63	-24.00	775.60	775.65
B	19+88.63	-24.00	775.65	775.75
C	19+98.63	-24.00	775.68	775.80
D	20+08.63	-24.00	775.68	775.82
E	20+18.63	-24.00	775.67	775.80
F	20+28.63	-24.00	775.63	775.74
G	20+38.63	-24.00	775.57	775.64
H	20+48.63	-24.00	775.48	775.51
E. Abut.	20+54.04	-24.00	775.43	775.43
Back. E. Abut.	20+56.07	-24.00	775.40	775.40

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	19+64.46	-16.00	775.65	775.65
W. Abut.	19+66.48	-16.00	775.67	775.67
A	19+76.48	-16.00	775.75	775.80
B	19+86.48	-16.00	775.81	775.90
C	19+96.48	-16.00	775.84	775.96
D	20+06.48	-16.00	775.85	775.99
E	20+16.48	-16.00	775.84	775.97
F	20+26.48	-16.00	775.80	775.92
G	20+36.48	-16.00	775.75	775.82
H	20+46.48	-16.00	775.67	775.69
E. Abut.	20+51.90	-16.00	775.61	775.61
Back. E. Abut.	20+53.93	-16.00	775.59	775.59



USER NAME =	DESIGNED - BLB	REVISED -
CHECKED - AS	CHECKED - AS	REVISED -
PLOT SCALE =	DRAWN - BLB	REVISED -
PLOT DATE =	CHECKED - AS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 045-3054

SHEET NO. 3 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	32
CONTRACT NO. 61D15				
ILLINOIS FED. AID PROJECT BRM-9003(894)				

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut	19+62.31	-8.00	775.80	775.80
⊕ W. Abut.	19+64.34	-8.00	775.82	775.82
A	19+74.34	-8.00	775.90	775.95
B	19+84.34	-8.00	775.96	776.06
C	19+94.34	-8.00	776.00	776.12
D	20+04.34	-8.00	776.02	776.16
E	20+14.34	-8.00	776.01	776.14
F	20+24.34	-8.00	775.98	776.09
G	20+34.34	-8.00	775.93	776.00
H	20+44.34	-8.00	775.85	775.88
⊕ E. Abut.	20+49.76	-8.00	775.80	775.80
Back. E. Abut.	20+51.78	-8.00	775.78	775.78

BEAM 4 & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut	19+60.17	0.00	775.94	775.94
⊕ W. Abut.	19+62.20	0.00	775.96	775.96
A	19+72.20	0.00	776.05	776.10
B	19+82.20	0.00	776.12	776.22
C	19+92.20	0.00	776.16	776.28
D	20+02.20	0.00	776.18	776.32
E	20+12.20	0.00	776.18	776.31
F	20+22.20	0.00	776.16	776.27
G	20+32.20	0.00	776.11	776.18
H	20+42.20	0.00	776.04	776.06
⊕ E. Abut.	20+47.61	0.00	775.99	775.99
Back. E. Abut.	20+49.64	0.00	775.97	775.97

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut	19+58.03	8.00	775.75	775.75
⊕ W. Abut.	19+60.05	8.00	775.78	775.78
A	19+70.05	8.00	775.87	775.92
B	19+80.05	8.00	775.94	776.04
C	19+90.05	8.00	775.99	776.11
D	20+00.05	8.00	776.01	776.15
E	20+10.05	8.00	776.02	776.15
F	20+20.05	8.00	776.00	776.11
G	20+30.05	8.00	775.95	776.03
H	20+40.05	8.00	775.89	775.91
⊕ E. Abut.	20+45.47	8.00	775.84	775.84
Back. E. Abut.	20+47.50	8.00	775.82	775.82

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut	19+55.88	16.00	775.56	775.56
⊕ W. Abut.	19+57.91	16.00	775.59	775.59
A	19+67.91	16.00	775.68	775.73
B	19+77.91	16.00	775.76	775.86
C	19+87.91	16.00	775.81	775.93
D	19+97.91	16.00	775.84	775.98
E	20+07.91	16.00	775.85	775.98
F	20+17.91	16.00	775.84	775.95
G	20+27.91	16.00	775.80	775.87
H	20+37.91	16.00	775.74	775.76
⊕ E. Abut.	20+43.33	16.00	775.70	775.70
Back. E. Abut.	20+45.35	16.00	775.68	775.68

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut	19+53.74	24.00	775.37	775.37
⊕ W. Abut.	19+55.77	24.00	775.39	775.39
A	19+65.77	24.00	775.50	775.55
B	19+75.77	24.00	775.58	775.68
C	19+85.77	24.00	775.64	775.76
D	19+95.77	24.00	775.67	775.81
E	20+05.77	24.00	775.68	775.82
F	20+15.77	24.00	775.67	775.79
G	20+25.77	24.00	775.64	775.72
H	20+35.77	24.00	775.59	775.61
⊕ E. Abut.	20+41.18	24.00	775.55	775.55
Back. E. Abut.	20+43.21	24.00	775.53	775.53

NORTH EDGE OF APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	19+38.60	-27.58	775.09
A1	19+48.60	-27.58	775.23
A2	19+58.60	-27.58	775.35
E. End West Appr. Slab	19+68.60	-27.58	775.45

FACE OF NORTH BARRIER

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	19+36.57	-20.00	775.22
A1	19+46.57	-20.00	775.36
A2	19+56.57	-20.00	775.49
E. End West Appr. Slab	19+66.57	-20.00	775.59

☉ ROADWAY & P.G.

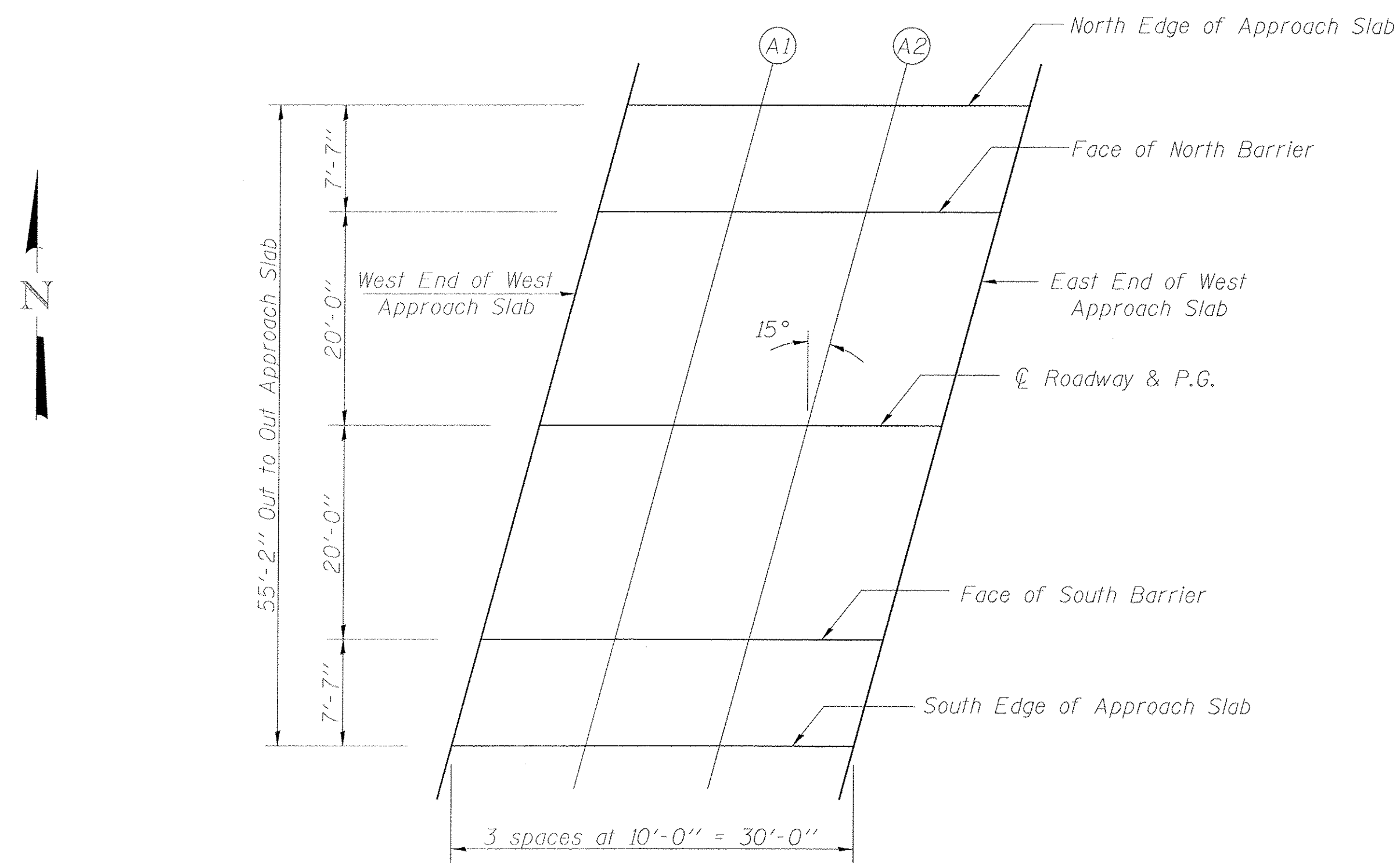
Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	19+31.21	0.00	775.54
A1	19+41.21	0.00	775.70
A2	19+51.21	0.00	775.84
E. End West Appr. Slab	19+61.21	0.00	775.95

FACE OF SOUTH BARRIER

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	19+25.85	20.00	775.03
A1	19+35.85	20.00	775.20
A2	19+45.85	20.00	775.35
E. End West Appr. Slab	19+55.85	20.00	775.48

SOUTH EDGE OF APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	19+23.82	27.58	774.84
A1	19+33.82	27.58	775.01
A2	19+43.82	27.58	775.17
E. End West Appr. Slab	19+53.82	27.58	775.30



PLAN

E-AS

7-1-10

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Consulting Engineers

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	CHECKED - AS	REVISED -
PLOT SCALE =	DRAWN - BLB	REVISED -
PLOT DATE =	CHECKED - AS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 045-3054**

SHEET NO. 5 OF 22 SHEETS

F.A.P. RTE. 537	SECTION 11-00038-00-BR	COUNTY KANE	TOTAL SHEETS 73	SHEET NO. 34
CONTRACT NO. 61D15				
ILLINOIS FED. AID PROJECT BRM-9003(894)				

NORTH EDGE OF APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	20+56.02	-27.58	775.33
A1	20+66.02	-27.58	775.20
A2	20+76.02	-27.58	775.06
E. End East Appr. Slab	20+86.02	-27.58	774.89

FACE OF NORTH BARRIER

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	20+53.99	-20.00	775.51
A1	20+63.99	-20.00	775.39
A2	20+73.99	-20.00	775.25
E. End East Appr. Slab	20+83.99	-20.00	775.08

℄ ROADWAY & P.G.

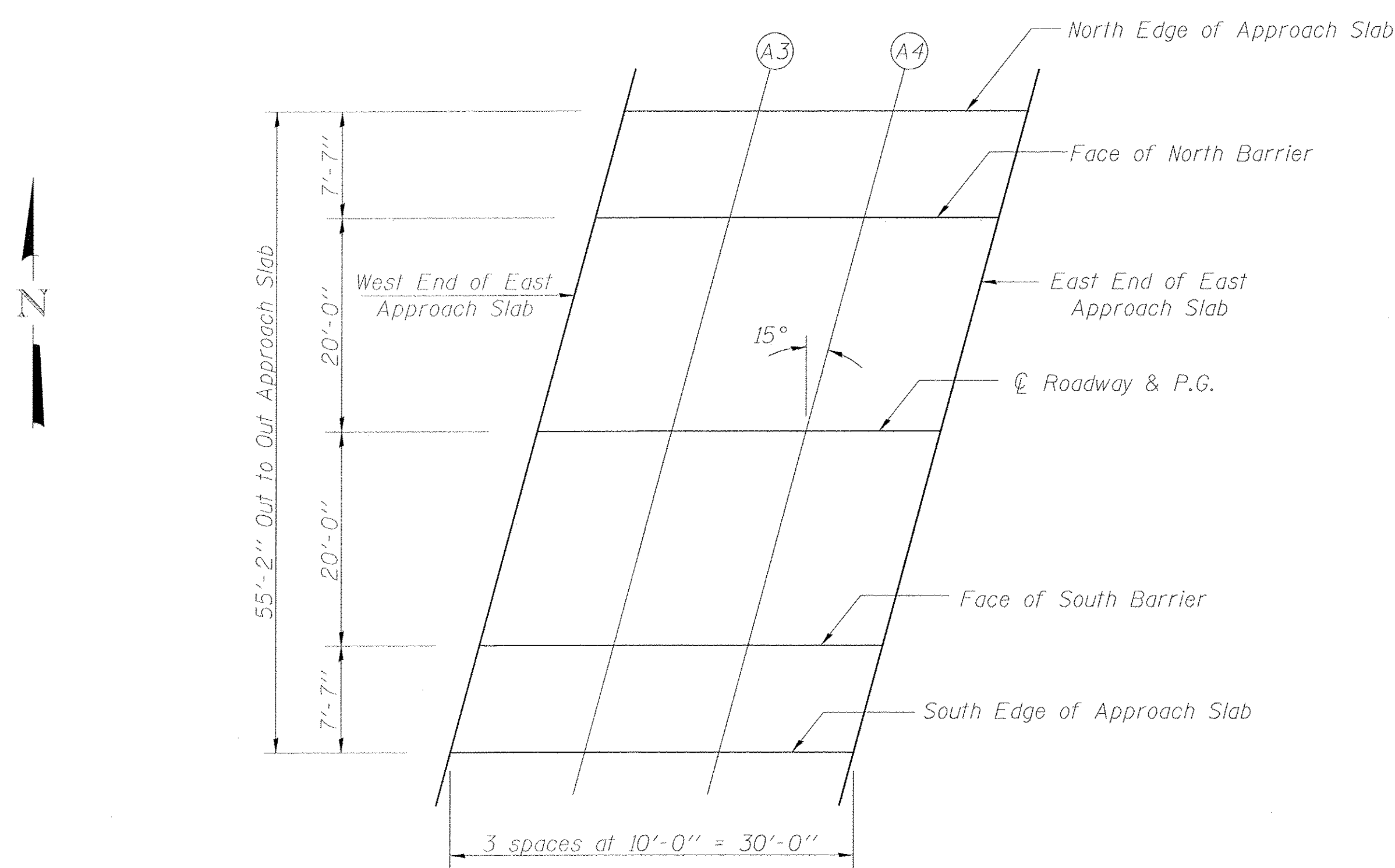
Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	20+48.63	0.00	775.98
A1	20+58.63	0.00	775.87
A2	20+68.63	0.00	775.74
E. End East Appr. Slab	20+78.63	0.00	775.59

FACE OF SOUTH BARRIER

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	20+43.27	20.00	775.61
A1	20+53.27	20.00	775.52
A2	20+63.27	20.00	775.40
E. End East Appr. Slab	20+73.27	20.00	775.26

SOUTH EDGE OF APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	20+41.24	27.58	775.47
A1	20+51.24	27.58	775.38
A2	20+61.24	27.58	775.27
E. End East Appr. Slab	20+71.24	27.58	775.13



PLAN

E-AS

7-1-10

BAXTER & WOODMAN
Consulting Engineers

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	CHECKED - AS	REVISED -
PLOT SCALE =	DRAWN - BLB	REVISED -
PLOT DATE =	CHECKED - AS	REVISED -

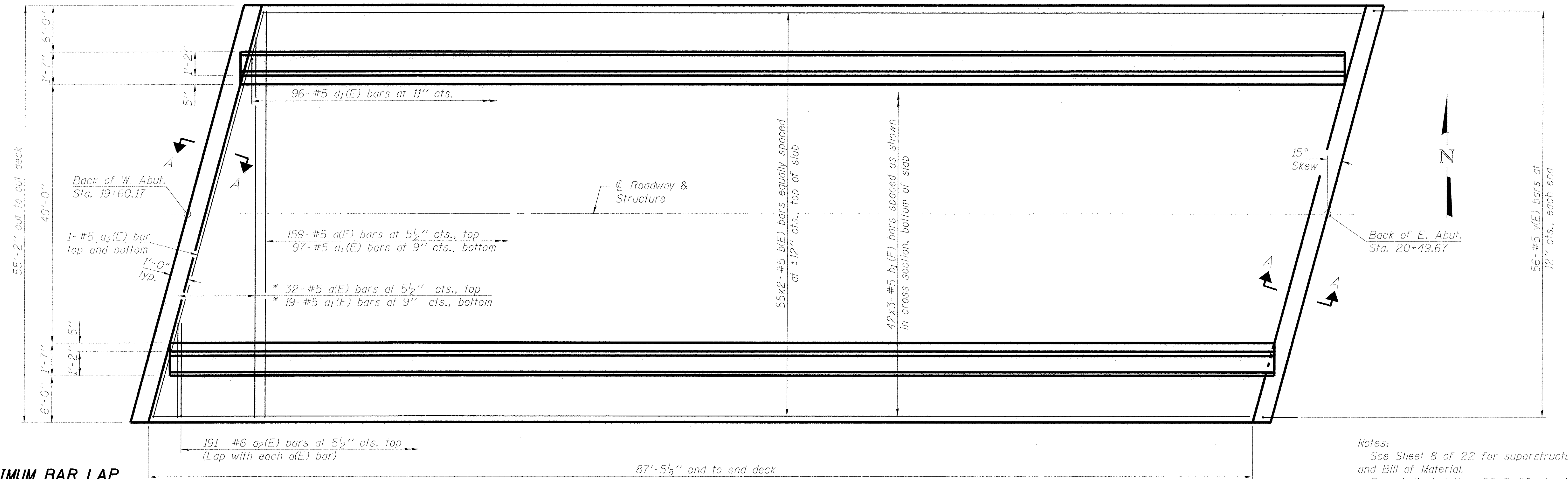
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 045-3054**

SHEET NO. 6 OF 22 SHEETS

F.A.P. RTE. 537	SECTION 11-00038-00-BR	COUNTY KANE	TOTAL SHEETS 73	SHEET NO. 35
CONTRACT NO. 61D15				
ILLINOIS FED. AID PROJECT BRM-9003(894)				

* Order a(E) and a₁(E) bars full length.
Cut to fit skew and use remainder
of bars in opposite end.

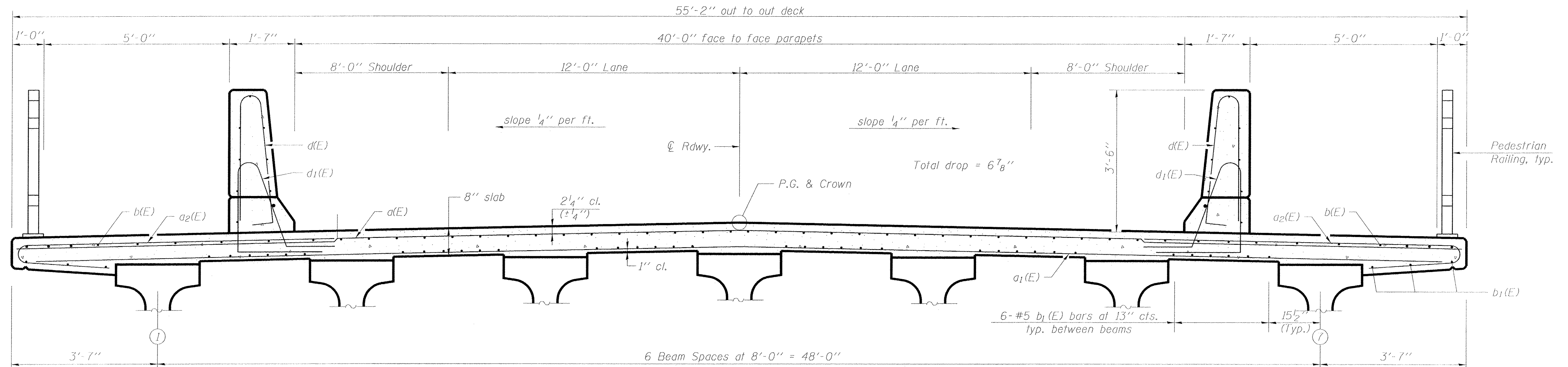


MINIMUM BAR LAP

#5 bar = 3'-6"

PLAN

Notes:
See Sheet 8 of 22 for superstructure details
and Bill of Material.
Bars indicated thus 20x3-#5 etc. indicates
20 lines of bars with 3 lengths per line.
See Sheet 8 of 22 for parapet reinforcement.
See Sheet 9 of 22 for Section A-A.



CROSS SECTION

(Looking East)

PII-1-L

BAXTER & WOODMAN
Consulting Engineers

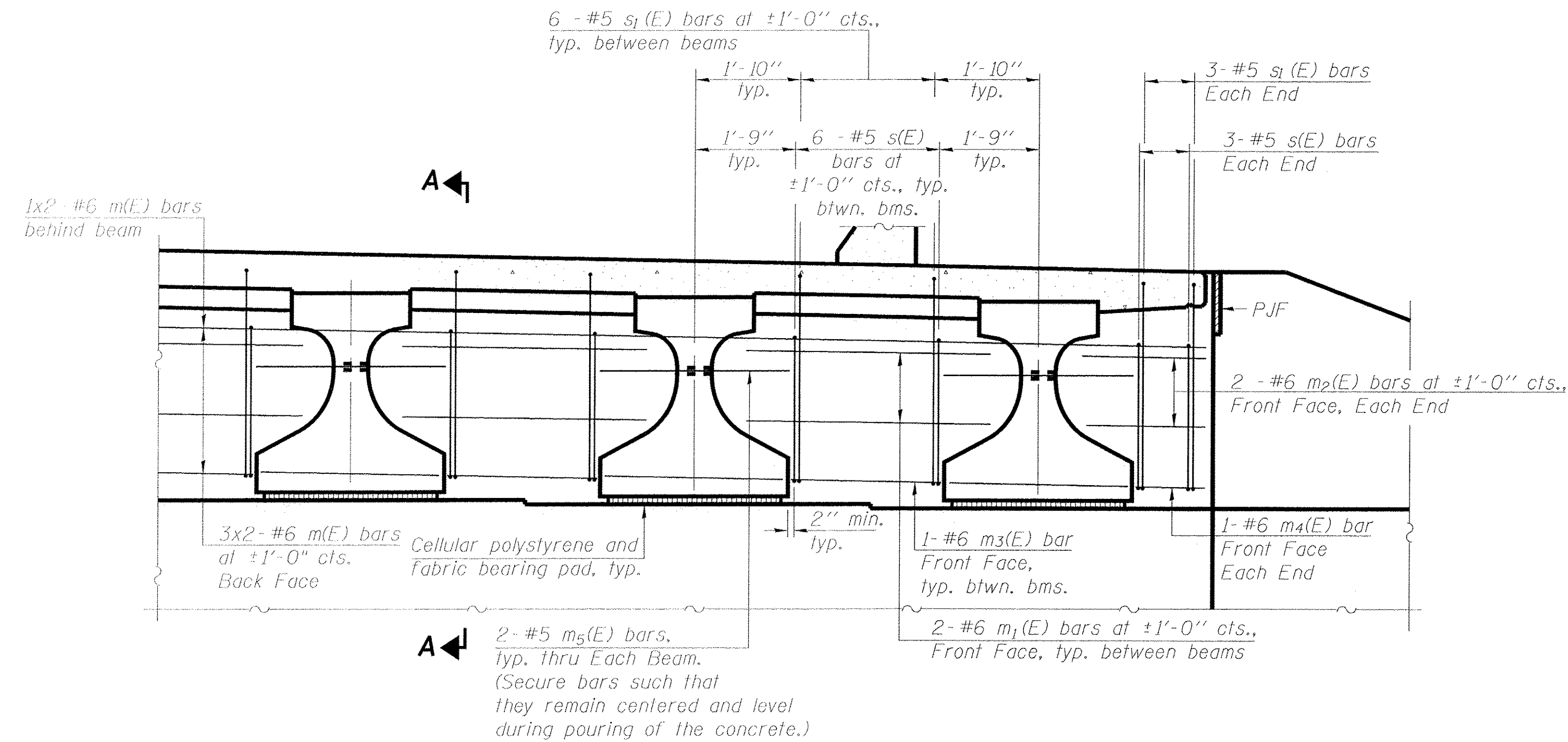
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PLOT SCALE =	CHECKED - AS	REVISED -
PLOT DATE =	DRAWN - BAB	REVISED -
	CHECKED - AS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 045-3054

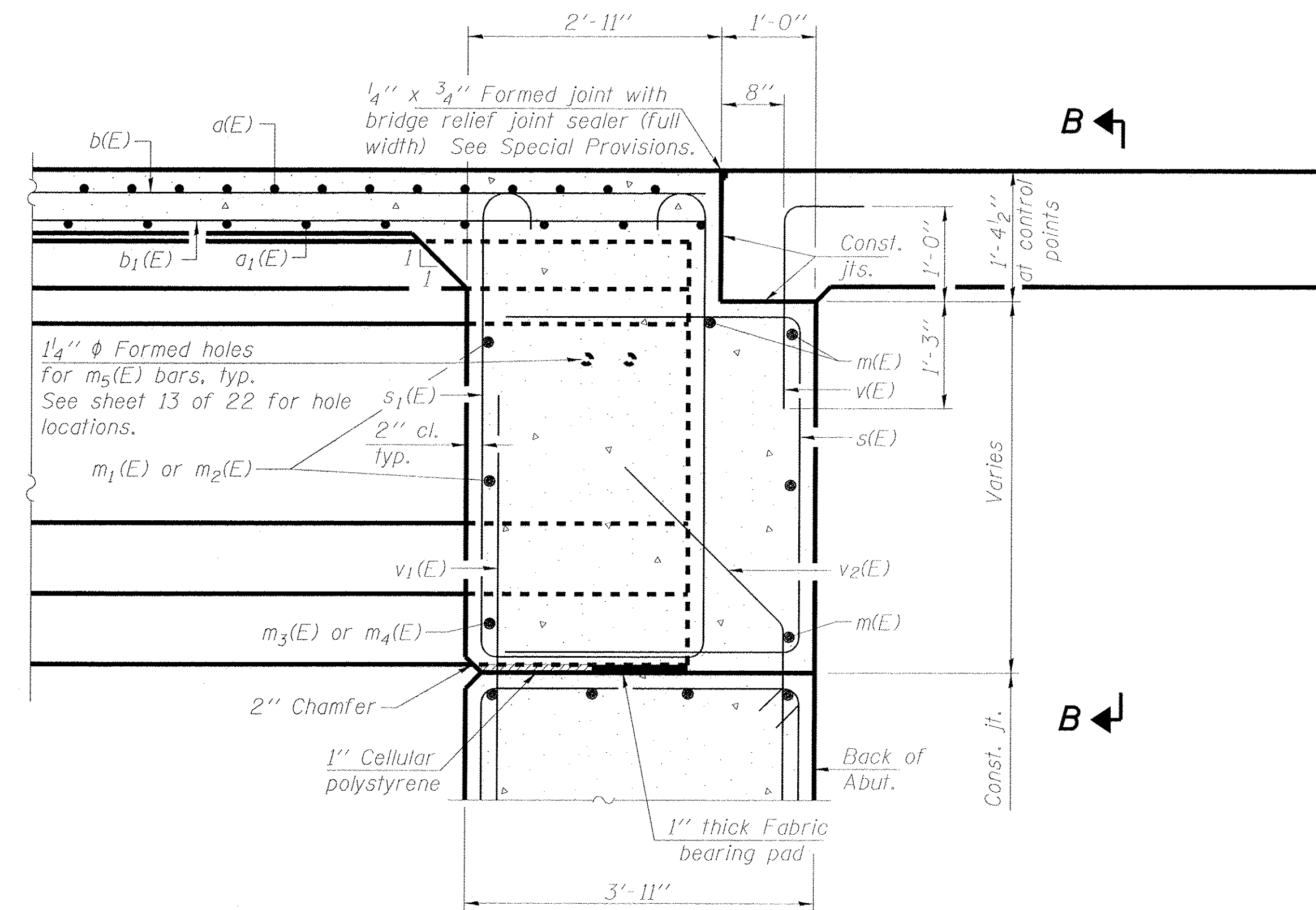
SHEET NO. 7 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	36
CONTRACT NO. 61D15				
ILLINOIS FED. AID PROJECT BRM-9003(894)				

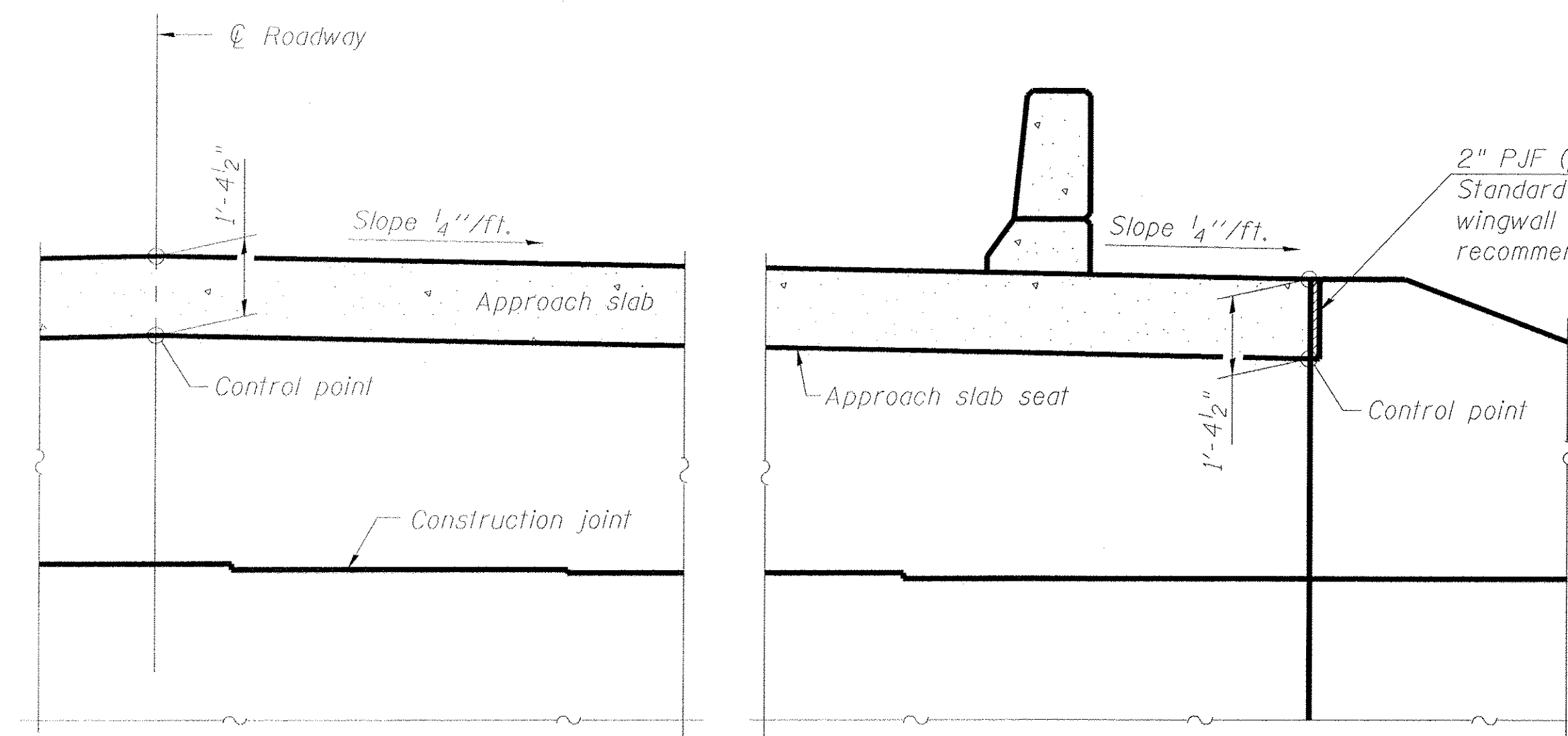


DIAPHRAGM ELEVATION AT ABUTMENT

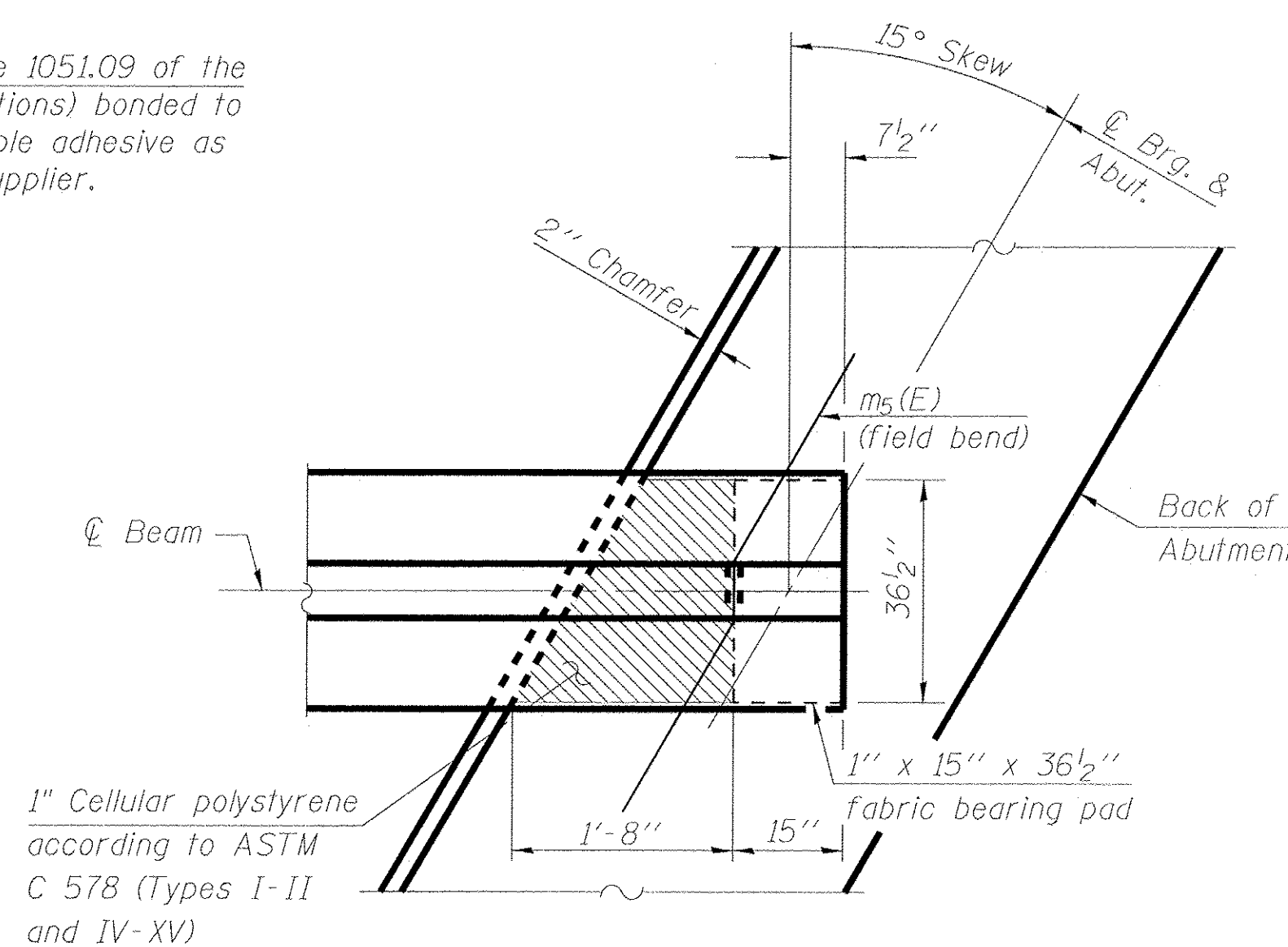
MIN. BAR LAP
#6 Bar = 4'-5"



SECTION A-A
(at Rt. L's)



SECTION B-B



PARTIAL PLAN AT ABUTMENT
(Showing bottom flange of beam)

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 8 of 22.
Concrete in diaphragm is included with Concrete Superstructure on sheet 8 of 22.
For details of bars s(E), s1(E) and v(E) see sheet 8 of 22.
The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
The approach slab seat shall have a constant slope determined from the control points shown.
Cost of cellular polystyrene is included with Concrete Superstructure.
Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

DPI-36-L

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Consulting Engineers

USER NAME	DESIGNED - BAB	REVISED -
PLOT SCALE	CHECKED - AS	REVISED -
PLOT DATE	DRAWN - BAB	REVISED -
	CHECKED - AS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

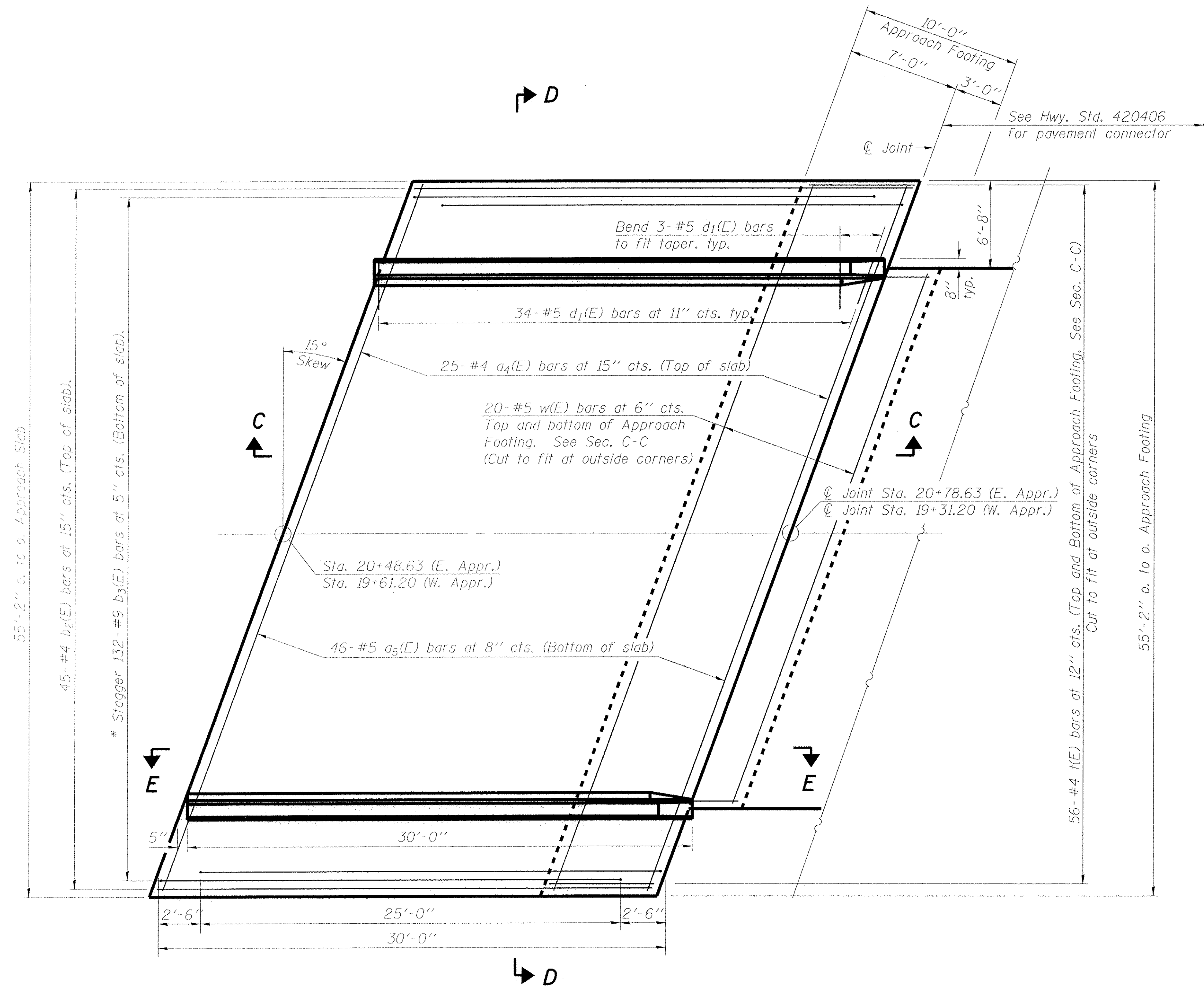
DIAPHRAGM DETAILS
STRUCTURE NO. 045-3054

SHEET NO. 9 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	38
CONTRACT NO. 61D15				

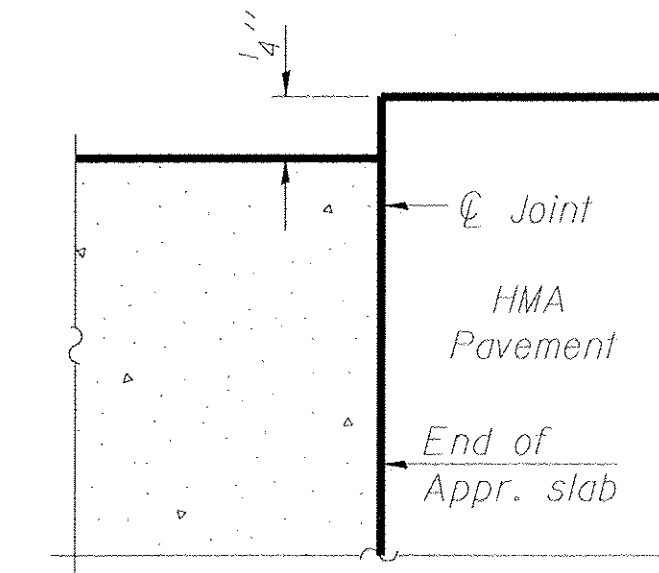
ILLINOIS FED. AID PROJECT BRM-9003(894)

Notes:
 See sheet 11 of 22 for Sections C-C & D-D and View E-E.
 $a_4(E)$ and $a_5(E)$ bar spacings measured along ϕ Rdwy.
 See sheet 18 of 22 for Pedestrian Railing Details.



PLAN

* Tilt #9 $b_3(E)$ bars as required to maintain clearance.



DETAIL A

BA-L

01-29-16

(Sheet 1 of 2)

BAXTER & WOODMAN
 Consulting Engineers

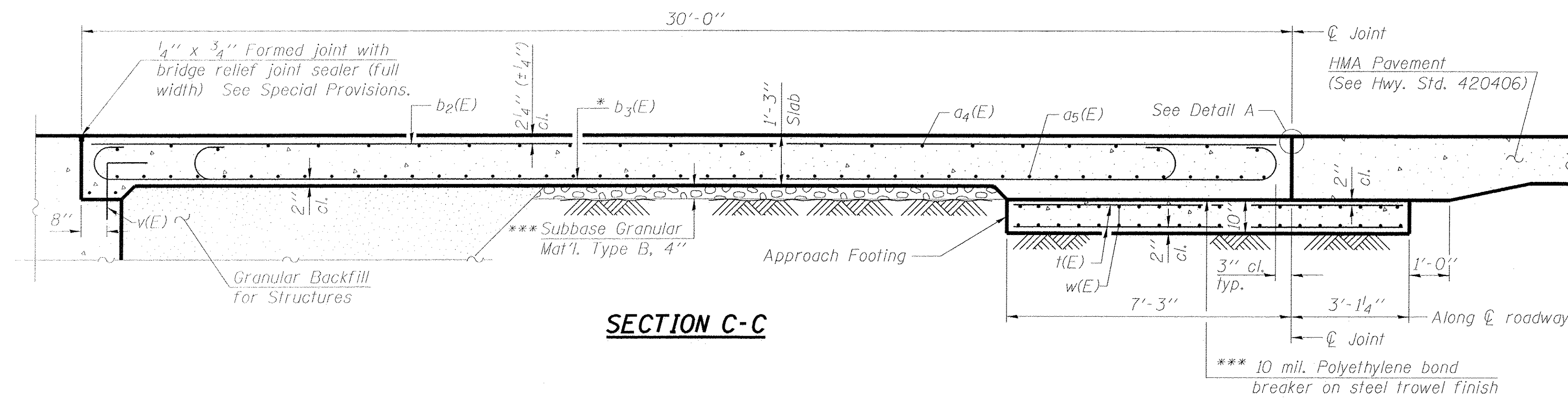
USER NAME =	DESIGNED - BAB	REVISED -
PLOT SCALE =	CHECKED - AS	REVISED -
PLOT DATE =	DRAWN - BAB	REVISED -
	CHECKED - AS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

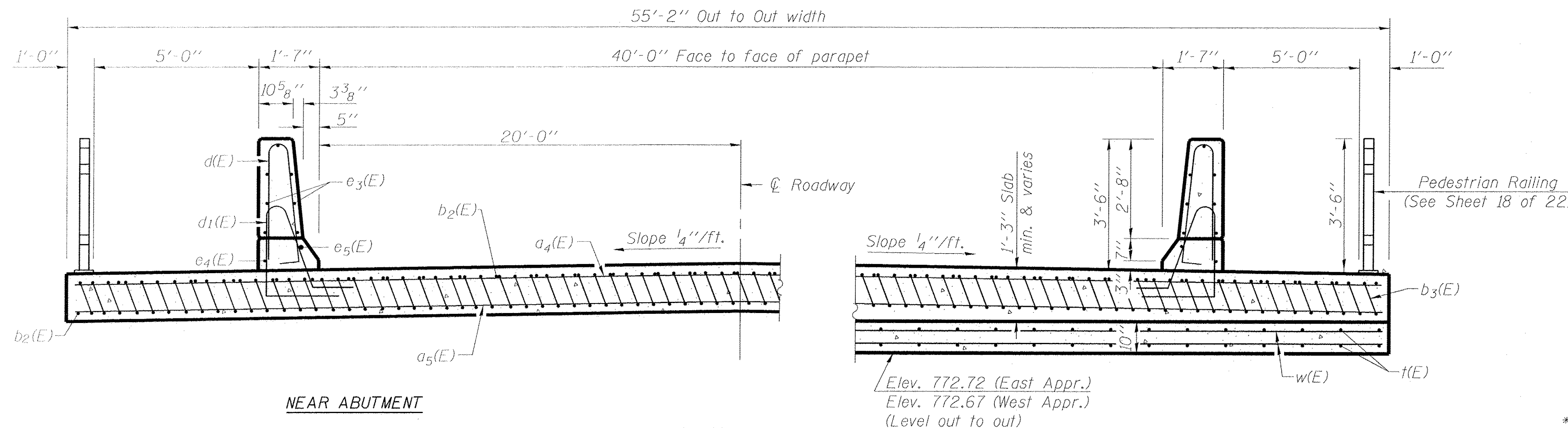
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 045-3054

SHEET NO. 10 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	39
CONTRACT NO. 61D15				
ILLINOIS FED. AID PROJECT BRM-9003(894)				



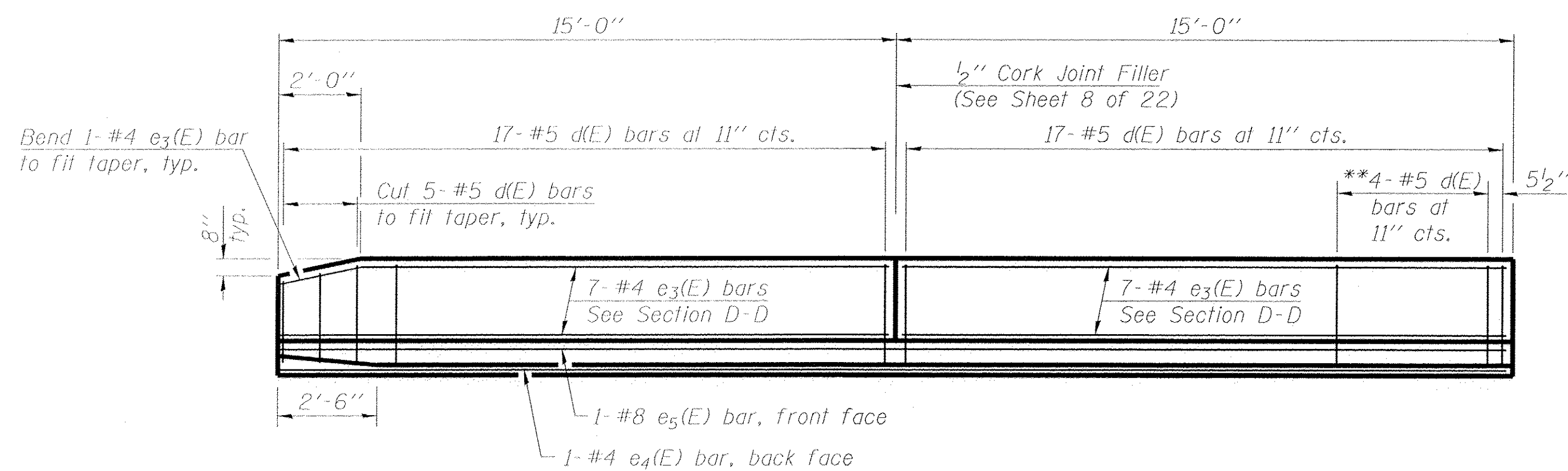
SECTION C-C



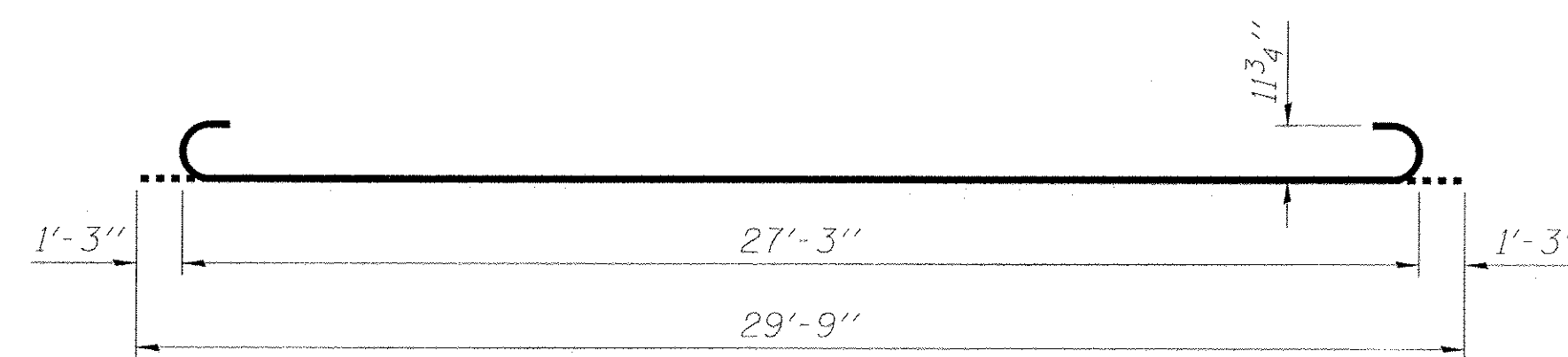
SECTION D-D

(See Plan for dimensions not shown)

AT APPROACH FOOTING



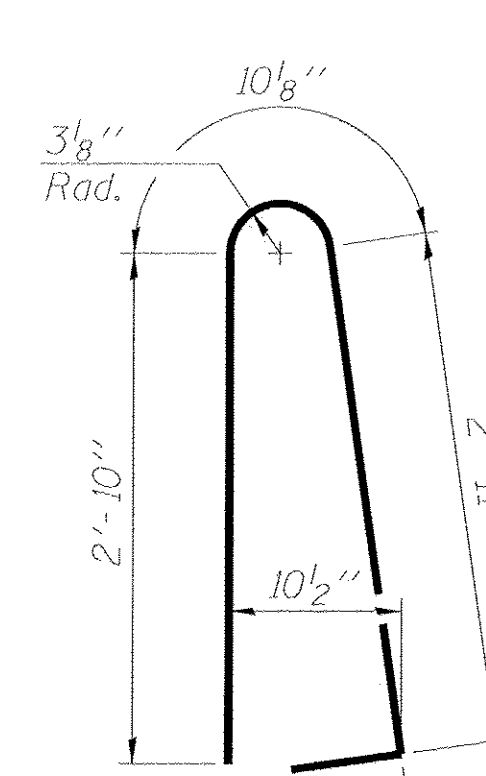
VIEW E-E



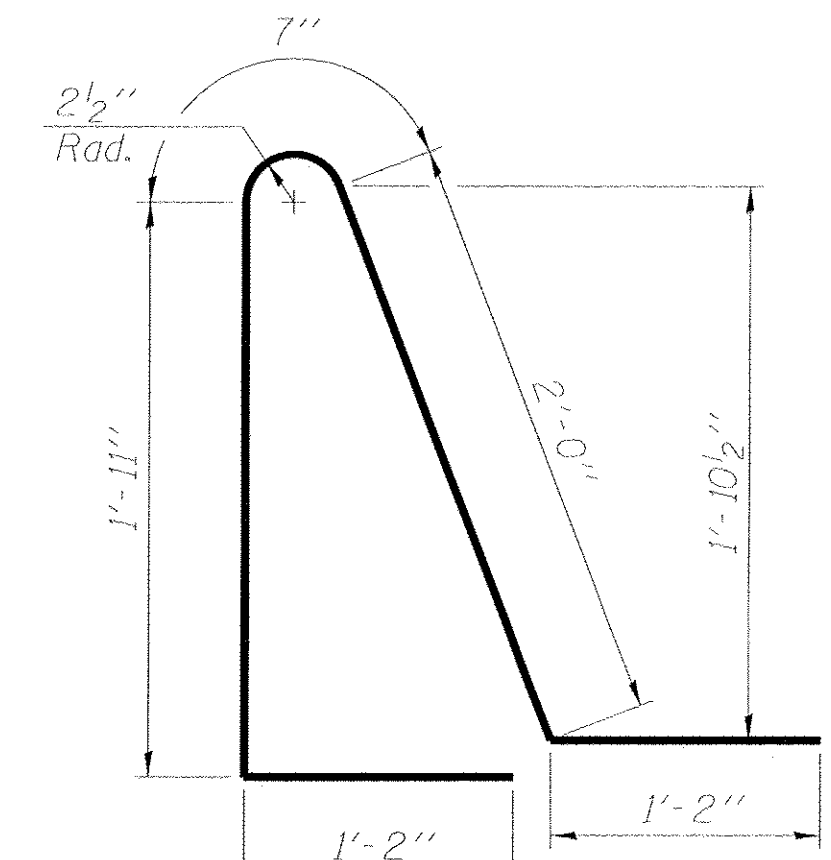
BAR b3(E)

Notes:

- See sheet 10 of 22 for Detail A.
- Parapet concrete shall be paid for as Concrete Superstructure.
- Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
- Approach footing concrete shall be paid for as Concrete Structures.
- Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
- For v(E) bar details, see sheet 8 of 22.
- The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
- Cost of excavation for approach footing included with Concrete Structures.
- For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 22.
- For additional parapet details, see sheet 8 of 22.



BAR d(E)



BAR d1(E)

- * Tilt #9 b3(E) bars as required to maintain clearance.
- ** Typ parapet ends.
- *** Cost included with Concrete Superstructure (Approach Slab).

**TWO APPROACHES
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a4(E)	50	#4	56'-9"	—
a5(E)	92	#5	56'-9"	—
b2(E)	92	#4	29'-8"	—
b3(E)	264	#9	29'-9"	—
d(E)	168	#5	7'-1"	⌒
d1(E)	136	#5	6'-10"	⌒
e3(E)	56	#4	14'-8"	—
e4(E)	4	#4	29'-8"	—
e5(E)	4	#8	29'-8"	—
k(E)	224	#4	10'-0"	—
w(E)	80	#5	56'-9"	—
Concrete Superstructure			Cu. Yd.	17.5
Concrete Superstructure (Approach Slab)			Cu. Yd.	168.3
Concrete Structures			Cu. Yd.	32.6
Reinforcement Bars, Epoxy Coated			Pound	45,260

BA-L 01-29-16

(Sheet 2 of 2)

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PLOT SCALE =	CHECKED - AS	REVISED -
PLOT DATE =	DRAWN - BAB	REVISED -
	CHECKED - AS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 045-3054**

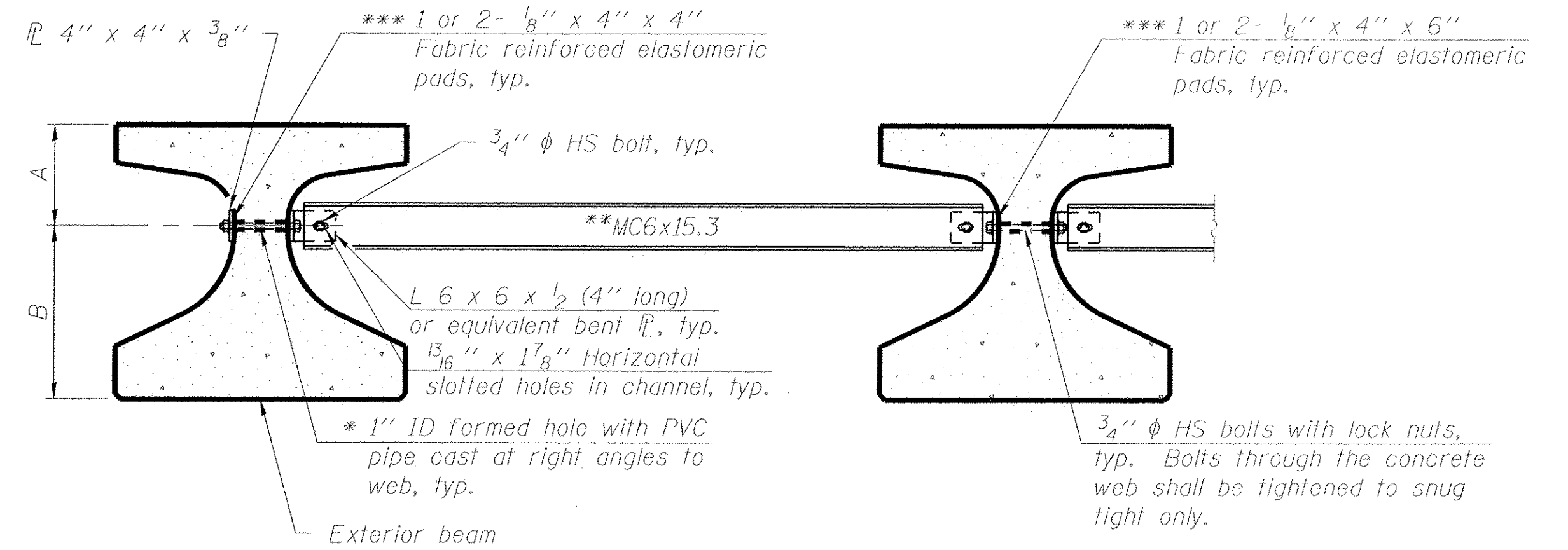
SHEET NO. 11 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	40
CONTRACT NO. 61D15				
ILLINOIS FED. AID PROJECT BRM-9003(894)				

INTERIOR BEAM MOMENT TABLE	
	0.5 Span
I	(in ⁴) 100,433
I'	(in ⁴) 298,886
S_b	(in ³) 6,832
S_b'	(in ³) 11,803
S_t	(in ³) 4,715
S_t'	(in ³) 27,991
$DC1$	(k/ft) 1.613
M_{DC1}	(k) 1,472
$DC2$	(k/ft) 0.184
M_{DC2}	(k) 168
DW	(k/ft) 0.4
M_{DW}	(k) 365
$M_L + IM$	(k) 1,497

INTERIOR BEAM REACTION TABLE	
	Abutments
R_{DC1}	(k) 68.9
R_{DC2}	(k) 7.9
R_{DW}	(k) 17.1
$R_{L + IM}$	(k) 96.6
R_{Total}	(k) 190.5

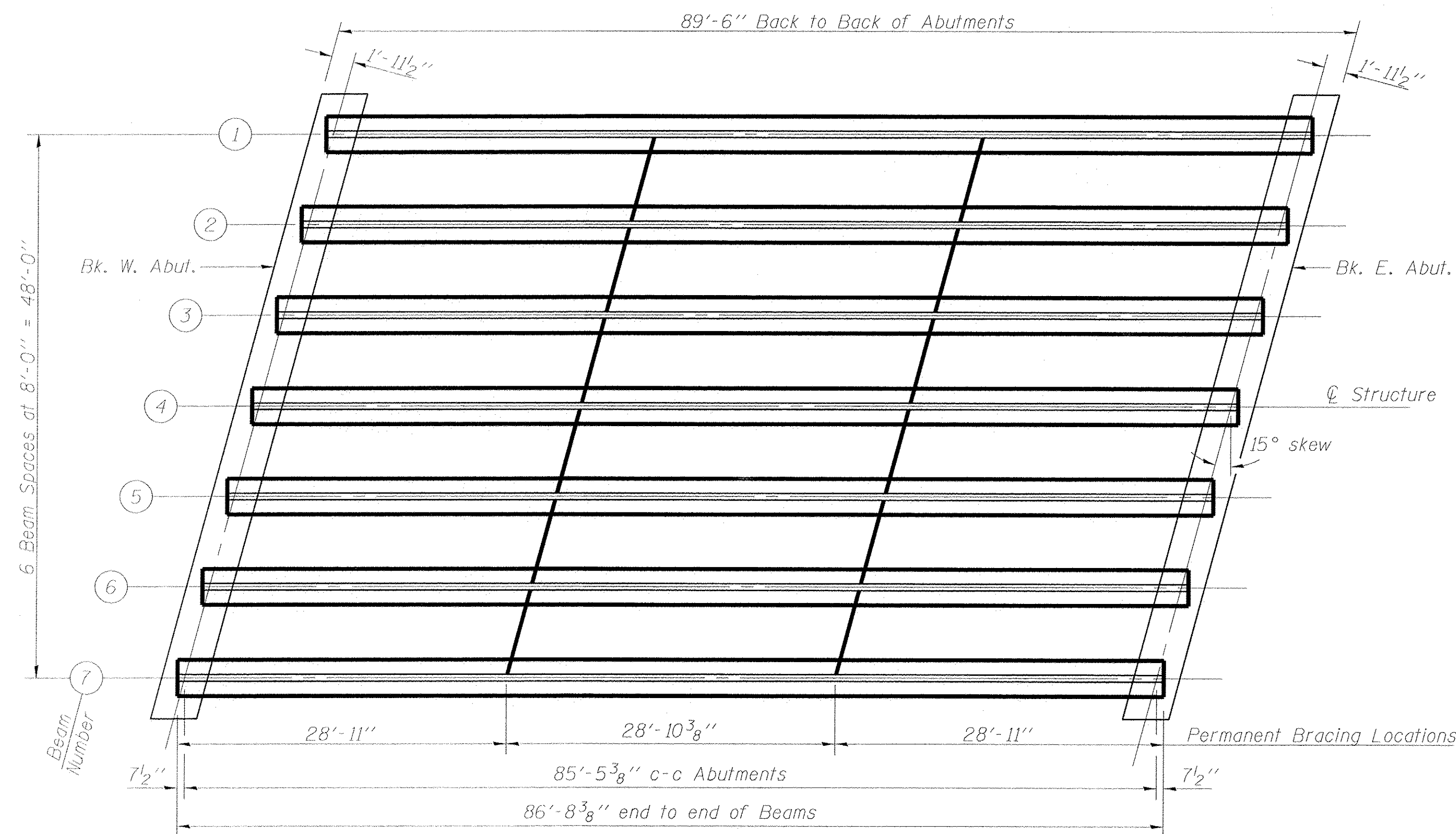
I : Non-composite moment of inertia of beam section (in⁴).
 I' : Composite moment of inertia of beam section (in⁴).
 S_b : Non-composite section modulus for the bottom fiber of the prestressed beam (in³).
 S_b' : Composite section modulus for the bottom fiber of the prestressed beam (in³).
 S_t : Non-composite section modulus for the top fiber of the prestressed beam (in³).
 S_t' : Composite section modulus for the top fiber of the prestressed beam (in³).
 $DC1$: Un-factored non-composite dead load (kips/ft.).
 M_{DC1} : Un-factored moment due to non-composite dead load (kip-ft.).
 $DC2$: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
 M_{DC2} : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
 DW : Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
 M_{DW} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
 $M_L + IM$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).



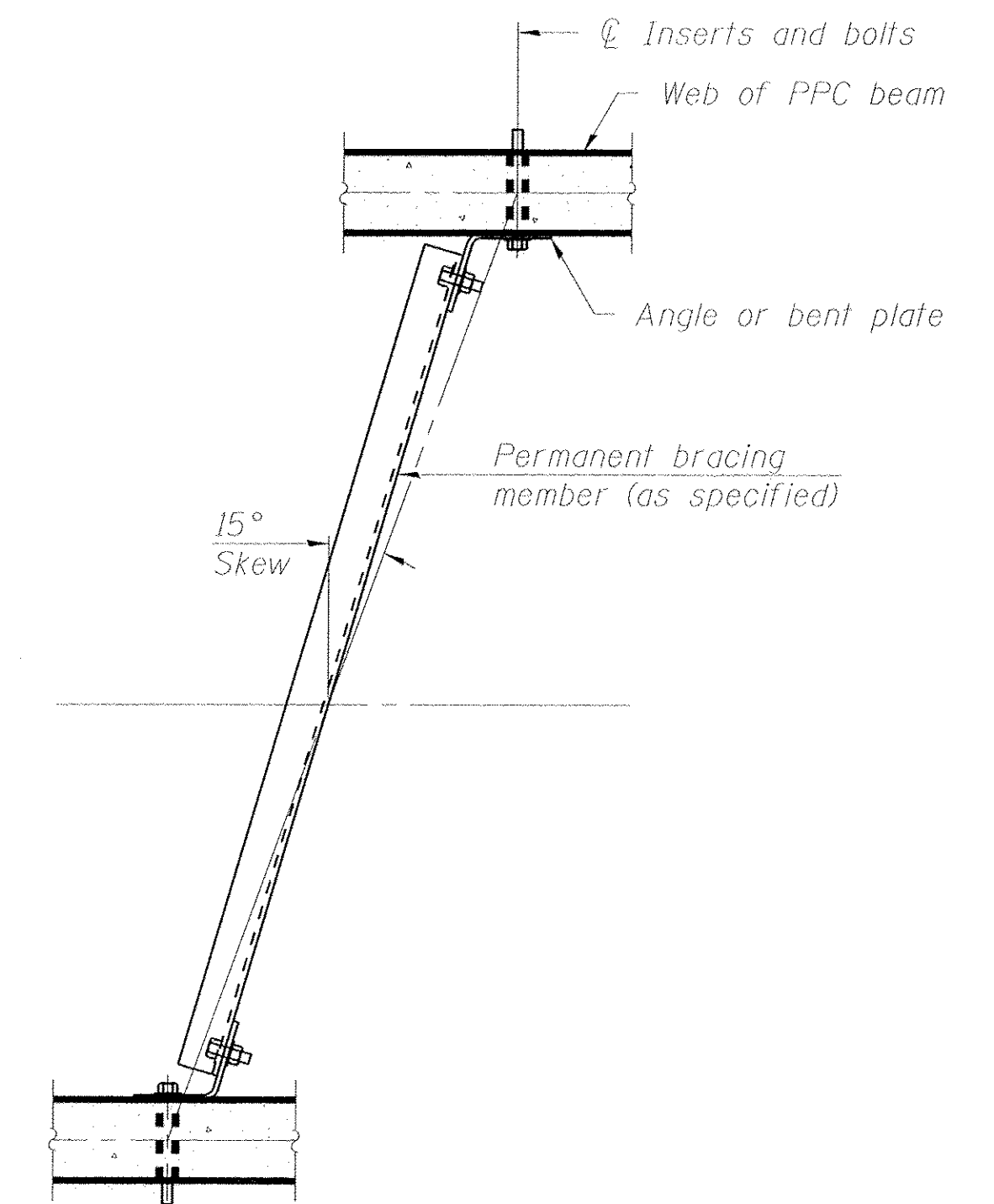
Notes:
 All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.
 Two hardened washers are required for each set of oversized holes.
 All holes shall be 15/16" ϕ unless otherwise noted.
 5/16" x 3" x 3" plate washers are required over all slotted holes.
 All bolts shall be galvanized according to AASHTO M232.
 Bracing shall be installed as beams are erected and tightened as soon as possible during erection.
 Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete Beams.

* Fabricator shall locate to miss strands within permissible tolerances.
 ** Alternate MC6x18 channels are permitted to facilitate material acquisition.
 *** Place pads as necessary to provide a flat mounting surface between the steel and concrete.

PERMANENT BRACING DETAILS FOR IL27 AND IL36 BEAMS



FRAMING PLAN



PLAN

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Consulting Engineers

USER NAME =	DESIGNED - BLB	REVISED -
PLOT SCALE =	CHECKED - AS	REVISED -
PLOT DATE =	DRAWN - BLB	REVISED -
	CHECKED - AS	REVISED -

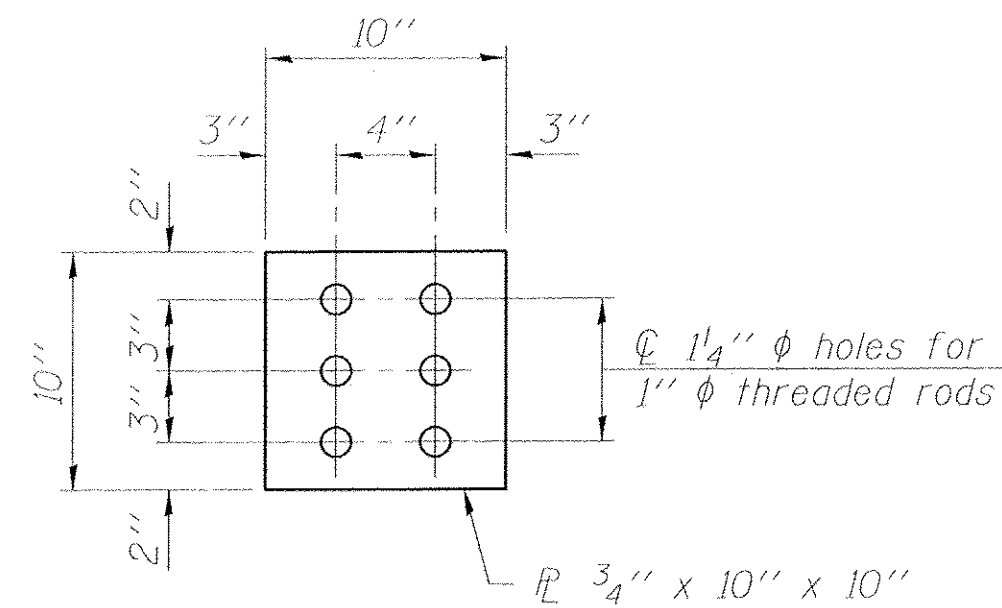
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FRAMING DETAILS
STRUCTURE NO. 045-3054**

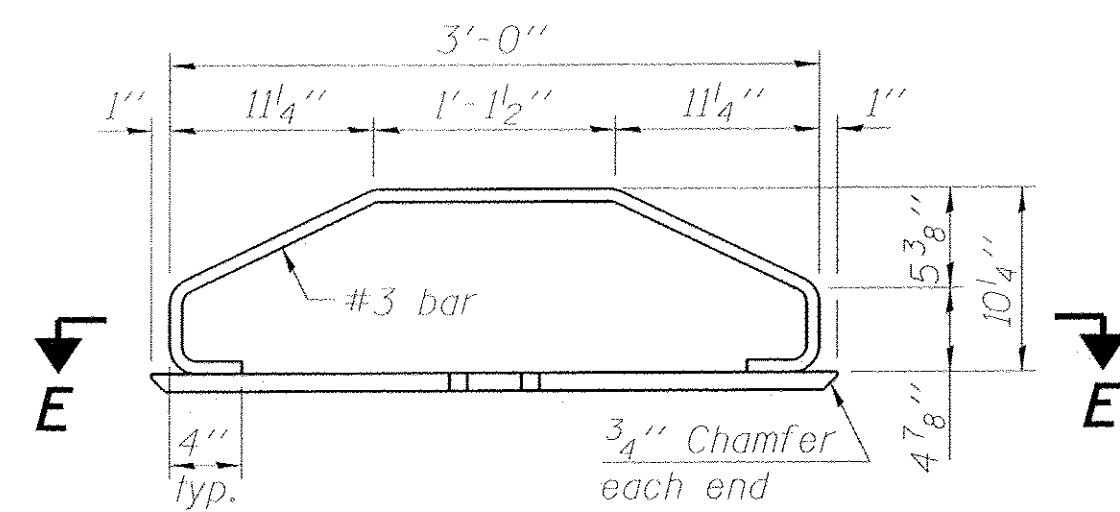
SHEET NO. 12 OF 22 SHEETS

F.A.P. RTE. 537	SECTION 11-00038-00-BR	COUNTY KANE	TOTAL SHEETS 73	SHEET NO. 41
CONTRACT NO. 61D15				

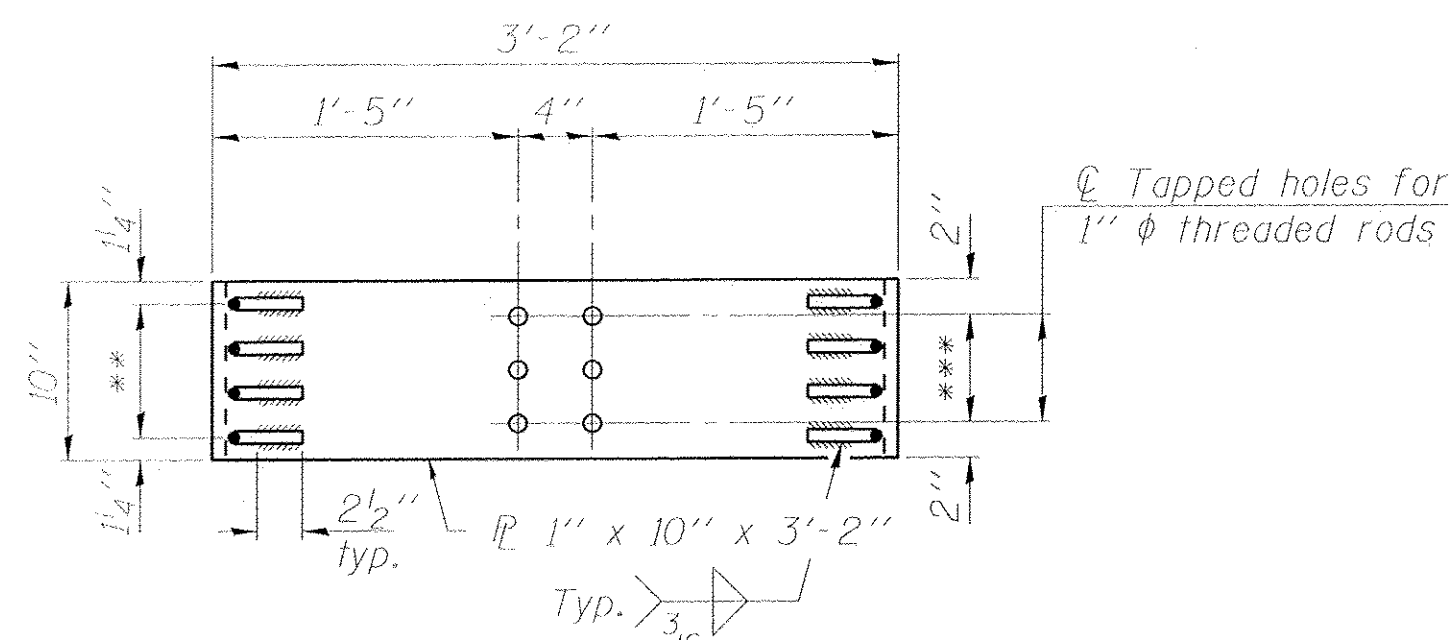
ILLINOIS FED. AID PROJECT BRM-9003(894)



PLAN - TOP PLATE

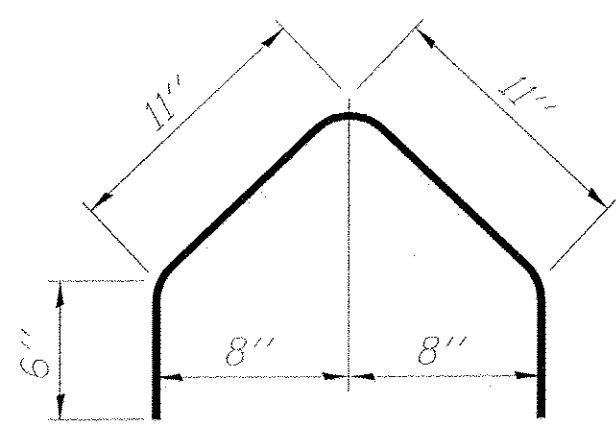


ELEVATION - BOTTOM PLATE ASSEMBLY

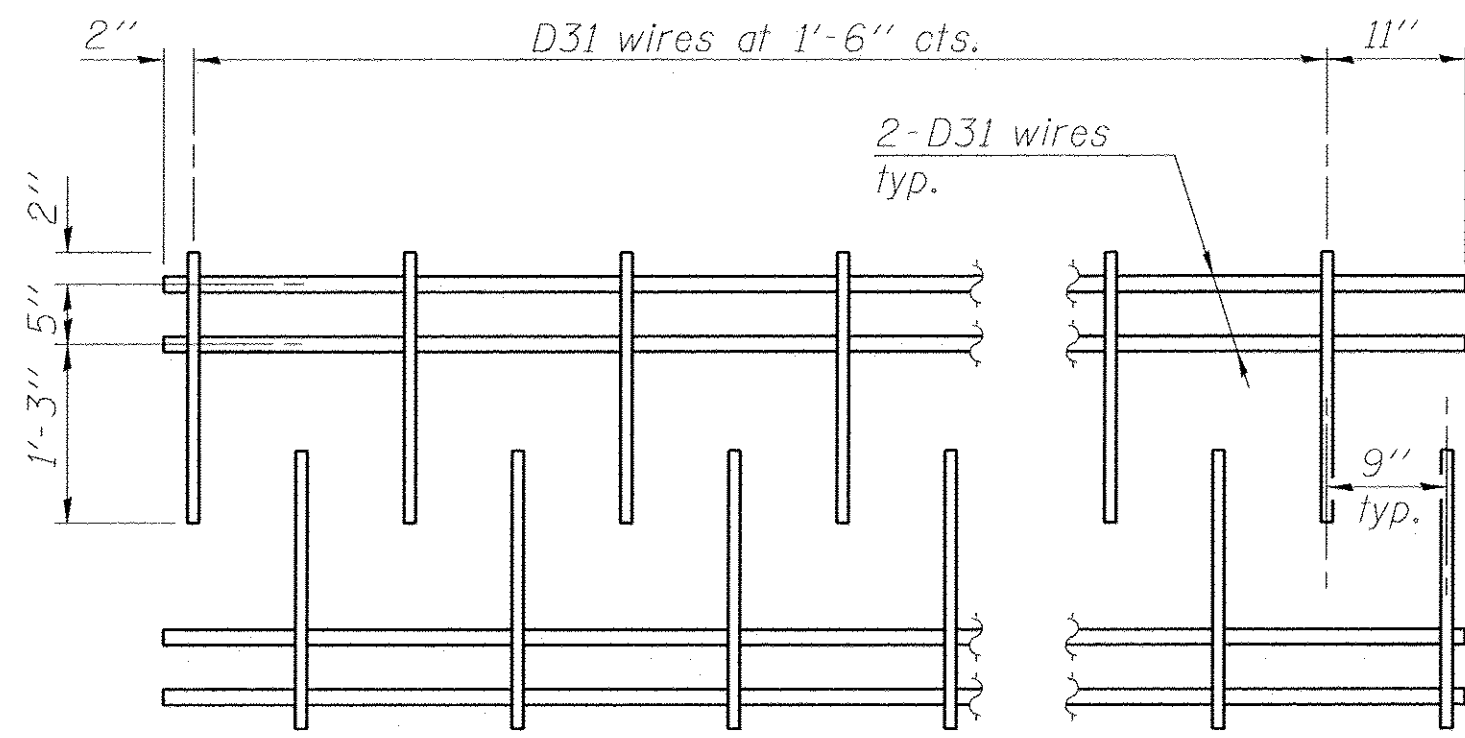


SECTION E-E

** 3 Spaces at 2 1/2" = 7 1/2"
 *** 2 Spaces at 3" = 6"

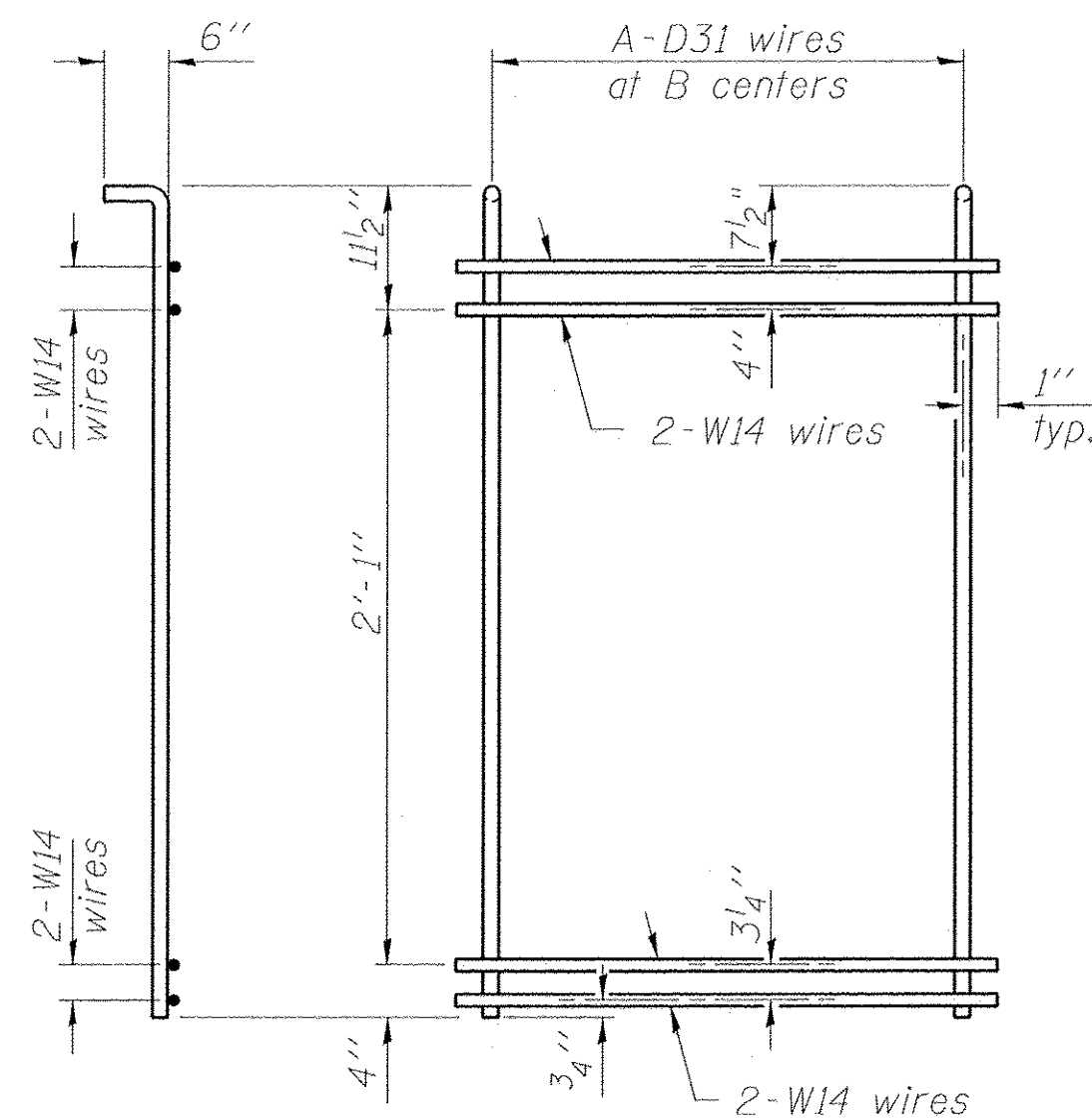


BAR G1(E)



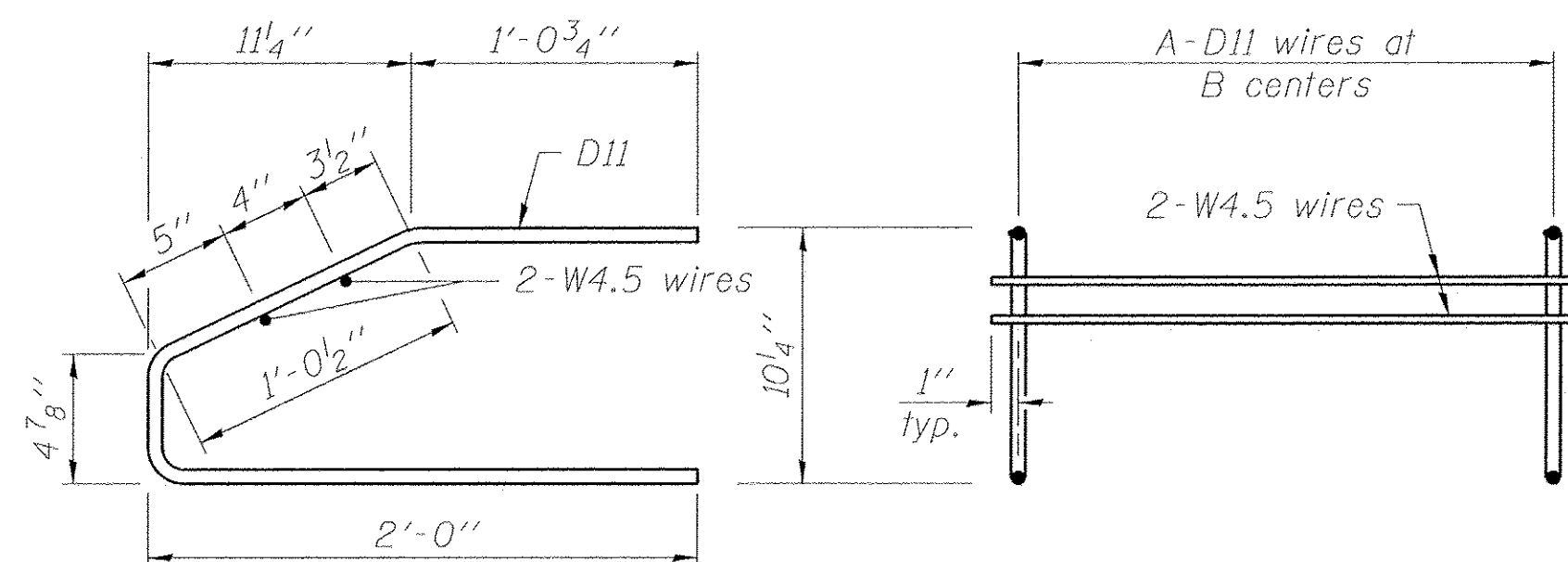
M1 WWR DETAIL

When multiple sheets of M1 WWR are required along the beam length, #5(E) bars (4'-6" long) shall be used to splice the longitudinal D31 wires together.



M5 THRU M8 WWR DETAIL

(See Table of Dimensions)

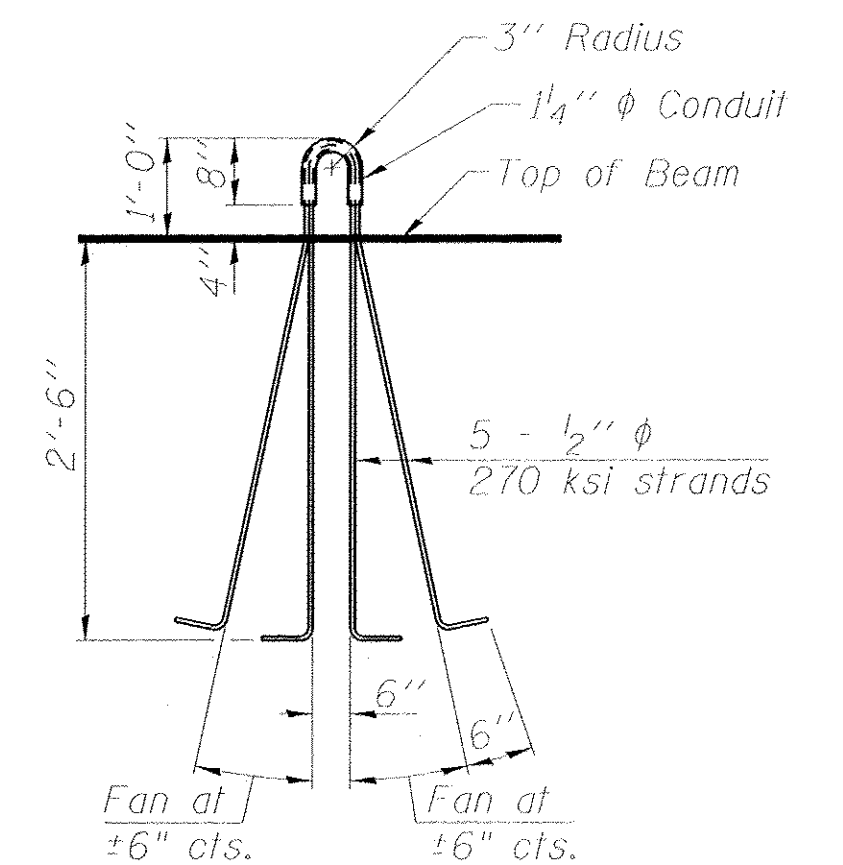


M2 THRU M4 WWR DETAIL

(See Table of Dimensions)

TABLE OF DIMENSIONS

WWR	A	B
M2	9	3"
M3	6	6"
M4	24	1'-6"
M5	9	3"
M6	13	6"
M7	17	1'-0"
M8	8	2'-0"



LIFTING LOOP DETAIL

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Beams, IL 36N	Foot	607

IL 36-2438D

1-28-16

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 Consulting Engineers

USER NAME =	DESIGNED - AS	REVISED -
	CHECKED - BLB	REVISED -
PLOT SCALE =	DRAWN - AS	REVISED -
PLOT DATE =	CHECKED - BLB	REVISED -

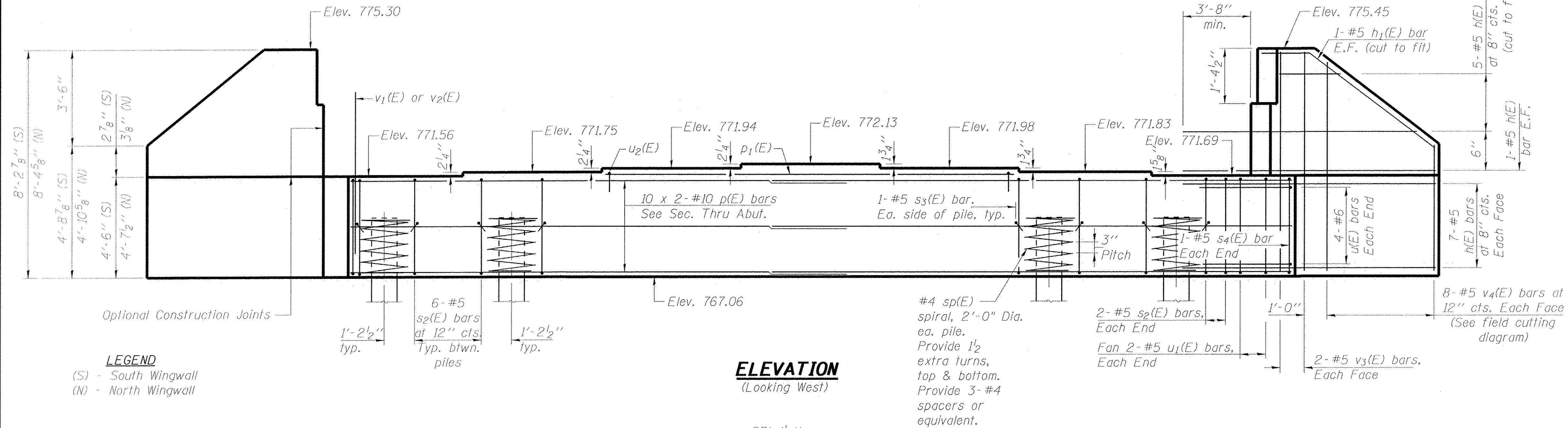
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL36N BEAM DETAILS
STRUCTURE NO. 045-3054

SHEET NO. 14 OF 22 SHEETS

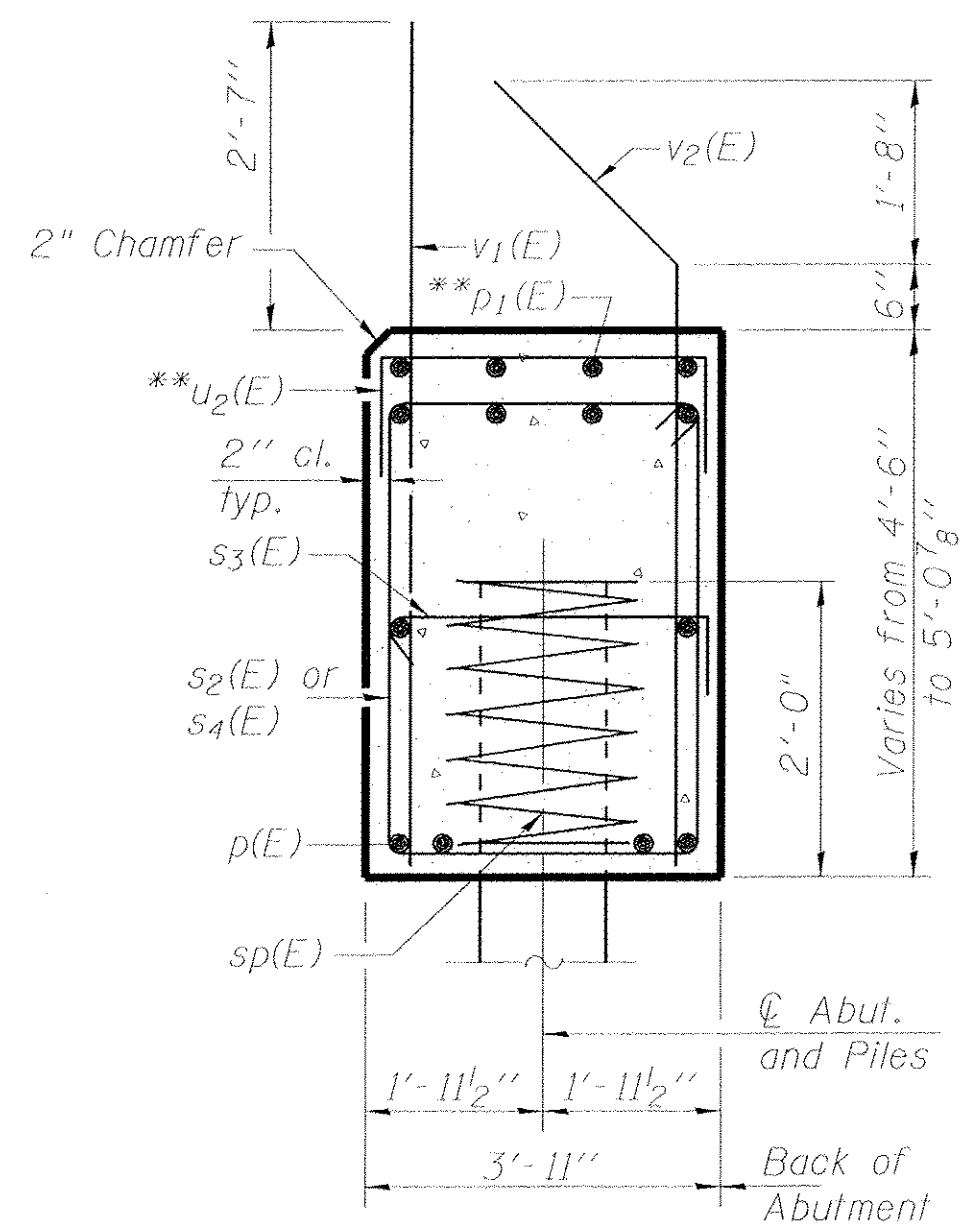
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	43
CONTRACT NO. 61D15			ILLINOIS FED. AID PROJECT BRM-9003894	

Notes:
Pour steps monolithically with cap.



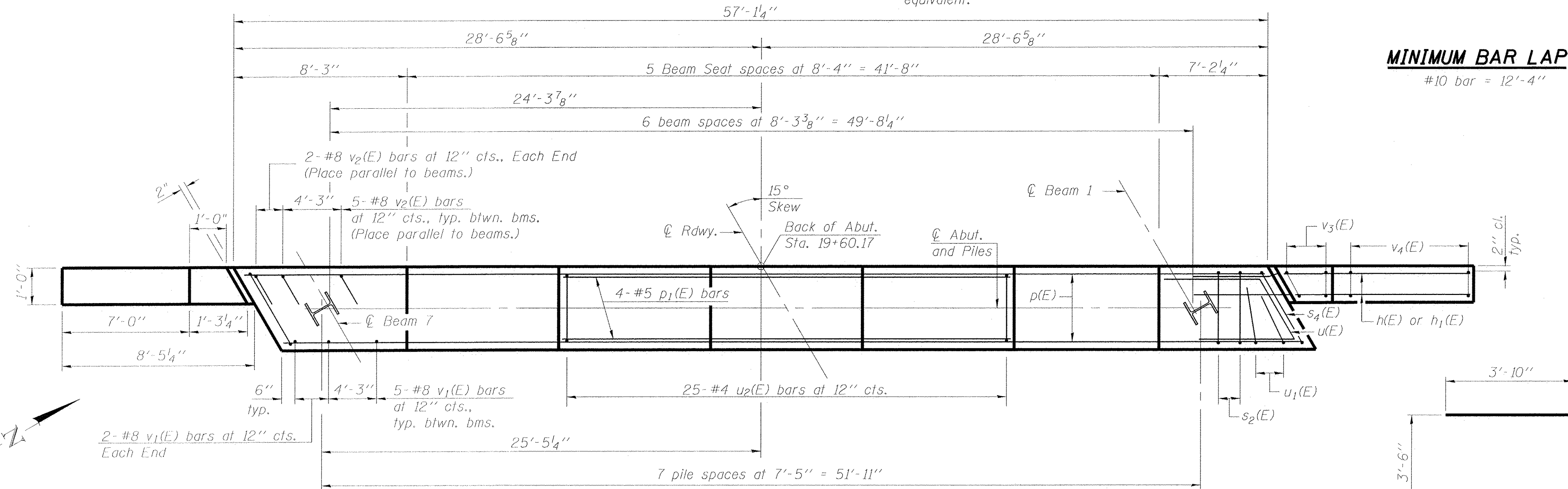
LEGEND
(S) - South Wingwall
(N) - North Wingwall

ELEVATION
(Looking West)



SEC. THRU ABUT.

Dimensions at right angles to abutment.
**See Plan/Elevation views for bar locations

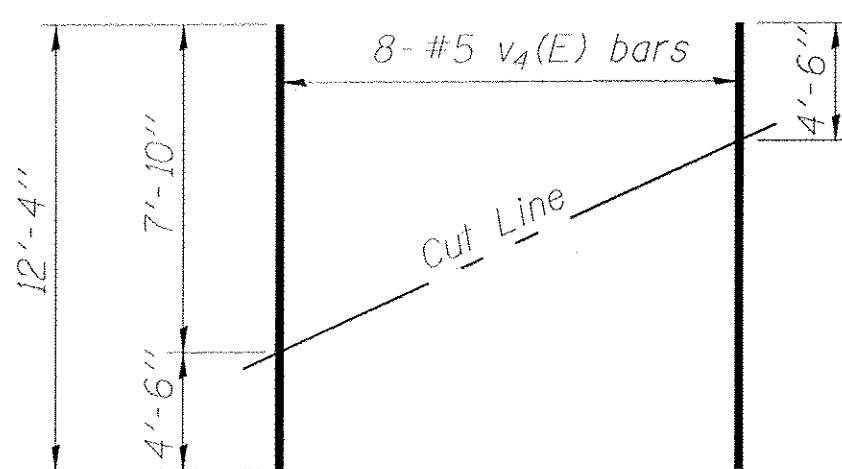


MINIMUM BAR LAP
#10 bar = 12'-4"

PLAN

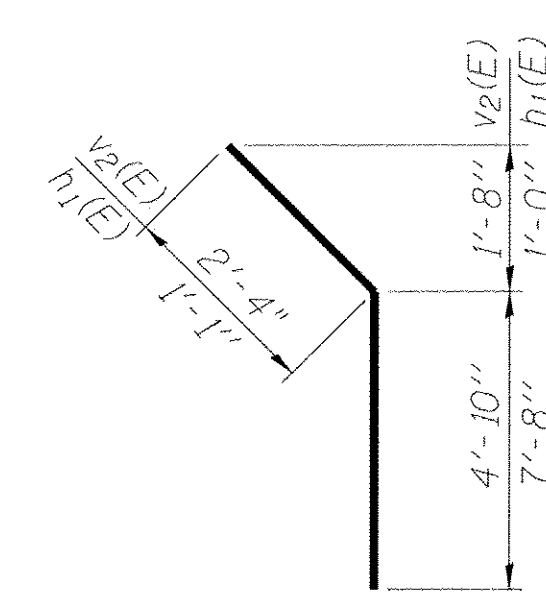
PILE DATA

Type: HP 14x73
Nominal Required Bearing: 545 Kips
Factored Resistance Available: 300 Kips
Est. Length: 40'
No. Production Piles: 7
No. Test Piles: 1

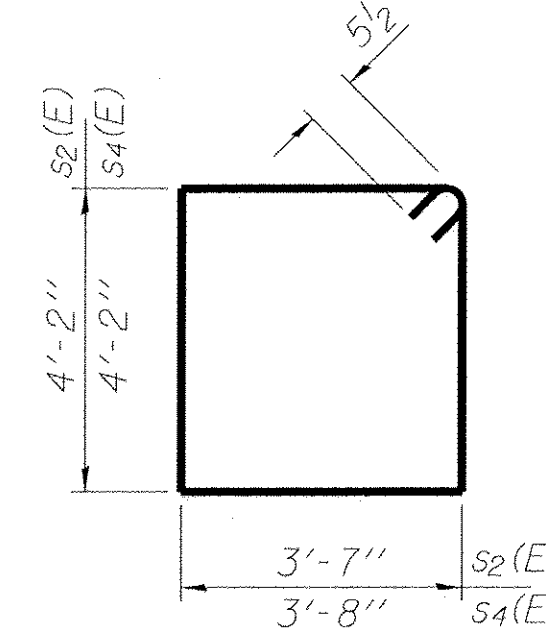


FIELD CUTTING DIAGRAM

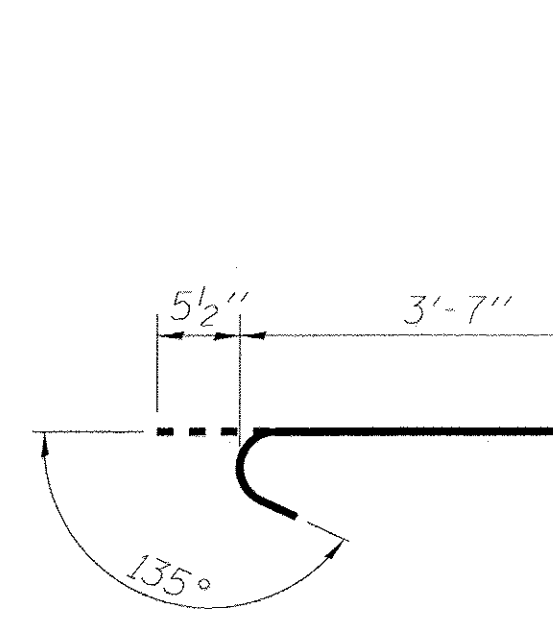
Order v4(E) full length. Cut as shown and use remainder of bars in opposite face.



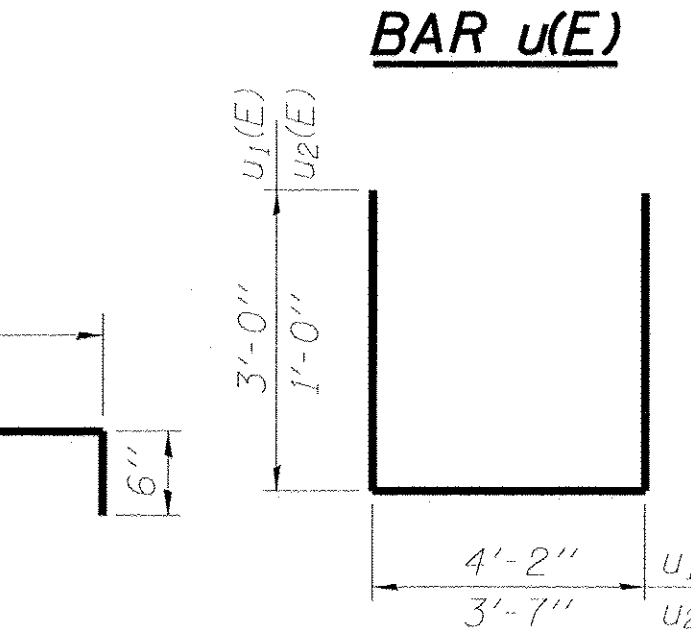
BAR v2(E) & h1(E)



BAR s2(E) & s4(E)



BAR s3(E)



BAR u1(E) & u2(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	52	#5	11'-11"	—
h1(E)	4	#5	8'-9"	—
p(E)	20	#10	34'-7"	—
p1(E)	4	#5	24'-8"	—
s2(E)	46	#5	16'-5"	□
s3(E)	16	#5	4'-7"	□
s4(E)	2	#5	16'-7"	□
sp(E)	8	#4	2'-0"	WWM
u(E)	8	#6	11'-4"	—
u1(E)	4	#5	10'-2"	—
u2(E)	25	#5	5'-7"	—
v1(E)	34	#8	6'-11"	—
v2(E)	34	#8	7'-2"	—
v3(E)	8	#5	7'-11"	—
v4(E)	16	#5	12'-4"	—
Structure Excavation		Cu. Yd.	199	
Concrete Structures		Cu. Yd.	43.8	
Reinforcement Bars, Epoxy Coated		Pound	6,910	
Furnishing Steel Piles HP 14x73		Foot	280	
Driving Piles		Foot	280	
Test Pile HP 14x73		Each	1	
Pile Shoes		Each	8	

* Length is height of spiral.
For details of piles see sheet 17 of 22.

AI-2440S-L

8-31-12

BAXTER & WOODMAN
Consulting Engineers

USER NAME
DESIGNED - AS
CHECKED - BAB
DRAWN - AS
PLOT SCALE -
PLOT DATE -

DESIGNED - AS
CHECKED - BAB
DRAWN - AS
CHECKED - BAB

REVISED -
REVISED -
REVISED -
REVISED -

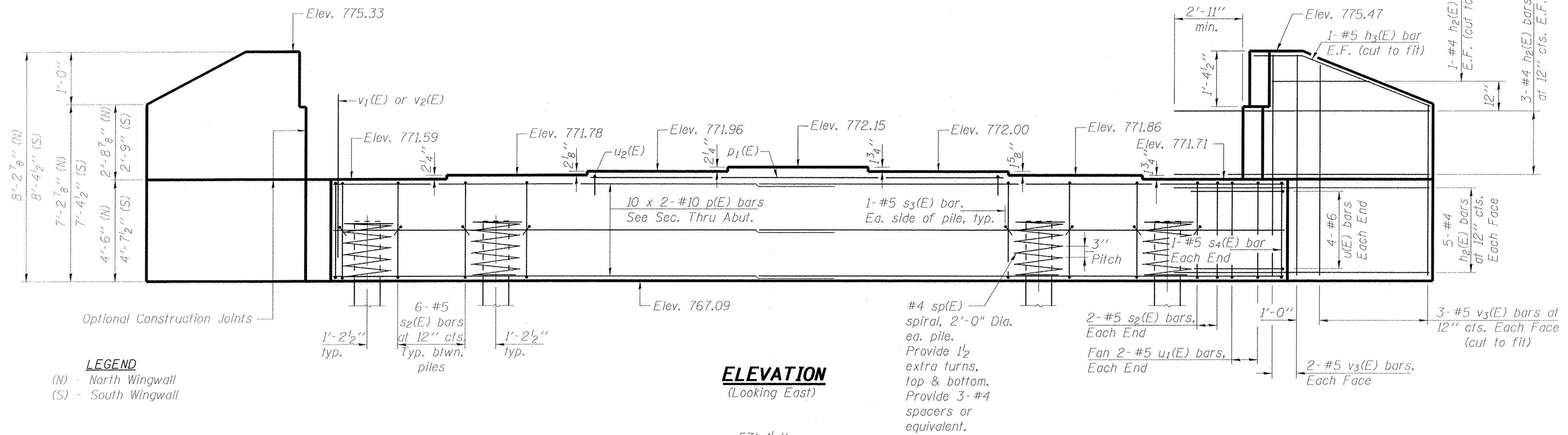
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT
STRUCTURE NO. 045-3054

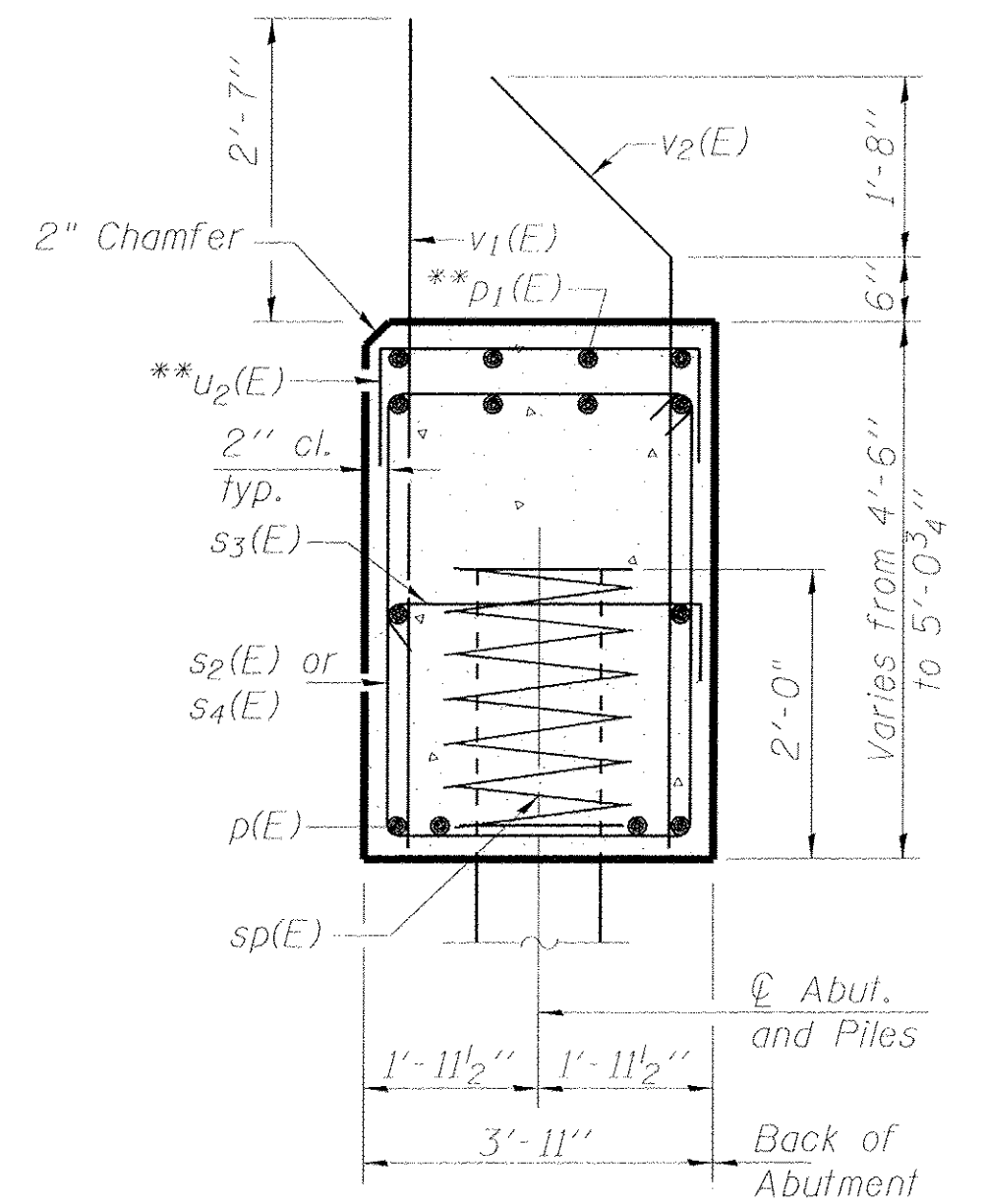
SHEET NO. 15 OF 22 SHEETS

F.A.P. RTE. 537 SECTION 11-00038-00-BR COUNTY KANE TOTAL SHEETS 73 SHEET NO. 44 CONTRACT NO. 61D15 ILLINOIS FED. AID PROJECT BRM-90031894

Notes:
Pour steps monolithically with cap.



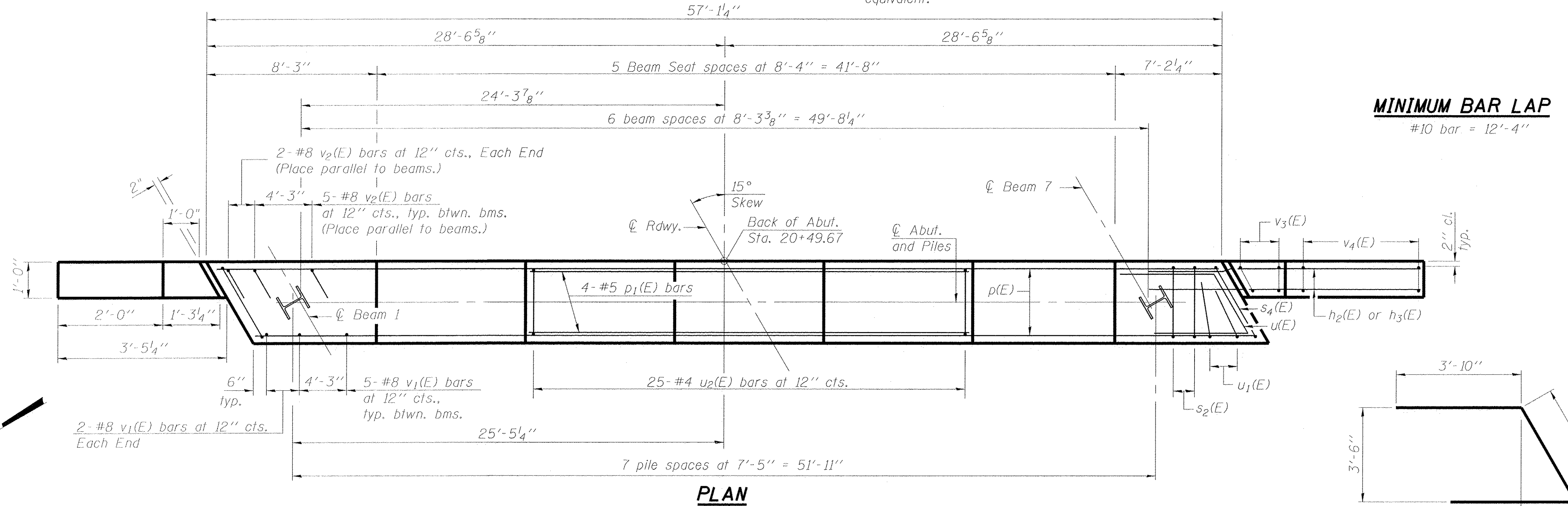
ELEVATION
(Looking East)



SEC. THRU ABUT.

Dimensions at right angles to abutment.
**See Plan/Elevation views for bar locations

LEGEND
(N) - North Wingwall
(S) - South Wingwall



PLAN

MINIMUM BAR LAP
#10 bar = 12'-4"

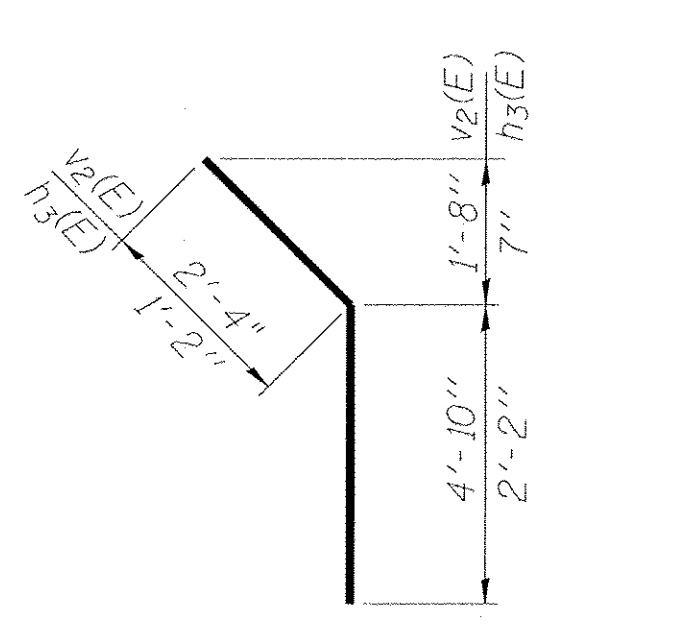
PILE DATA

Type: HP 14x73
Nominal Required Bearing: 545 Kips
Factored Resistance Available: 300 Kips
Est. Length: 40'
No. Production Piles: 7
No. Test Piles: 1

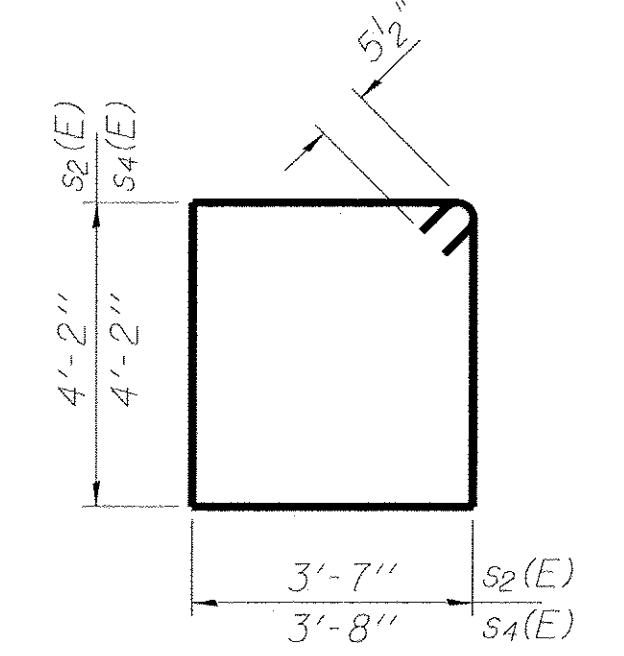
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h2(E)	36	#4	6'-3"	
h3(E)	4	#5	3'-4"	
p(E)	20	#10	34'-7"	
p1(E)	4	#5	24'-8"	
s2(E)	46	#5	16'-5"	□
s3(E)	16	#5	4'-7"	□
s4(E)	2	#5	16'-7"	□
sp(E)	8	#4	2'-0"	WWM
u(E)	8	#6	11'-4"	□
u1(E)	4	#5	10'-2"	□
u2(E)	25	#5	5'-7"	□
v1(E)	34	#8	6'-11"	
v2(E)	34	#8	7'-2"	
v3(E)	20	#5	7'-11"	

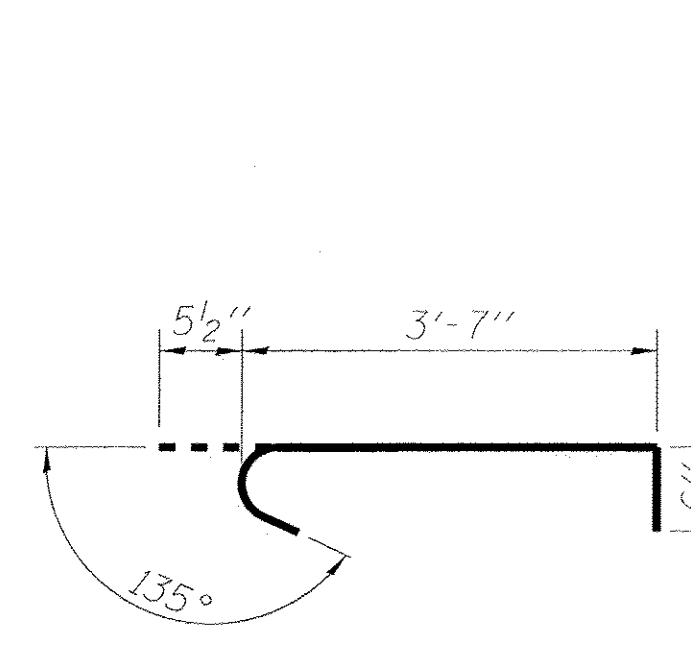
* Length is height of spiral.
For details of piles see sheet 17 of 22.



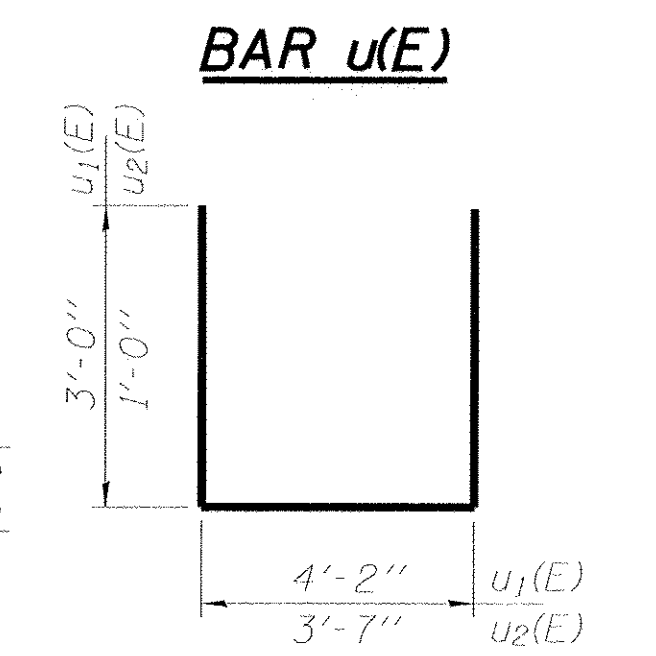
BAR v2(E) & h3(E)



BAR s2(E) & s4(E)



BAR s3(E)



BAR u1(E) & u2(E)

AI-2440S-L

8-31-12

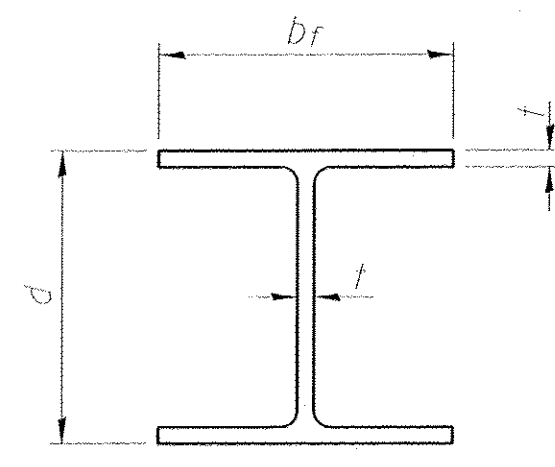
BAXTER & WOODMAN
Consulting Engineers

USER NAME	DESIGNED	REVISION
AS	AS	-
BAB	BAB	-
AS	AS	-
BAB	BAB	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

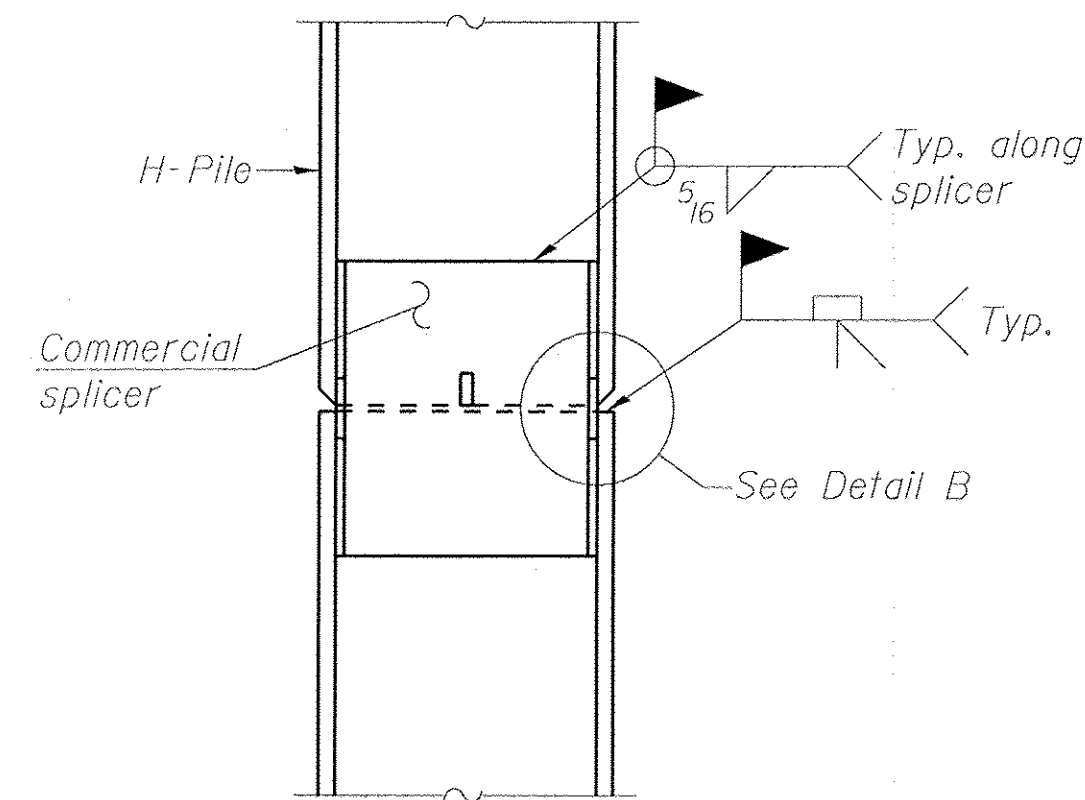
EAST ABUTMENT
STRUCTURE NO. 045-3054
SHEET NO. 16 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	45
CONTRACT NO. 61D15				
ILLINOIS FED. AID PROJECT BRM-9003(894)				

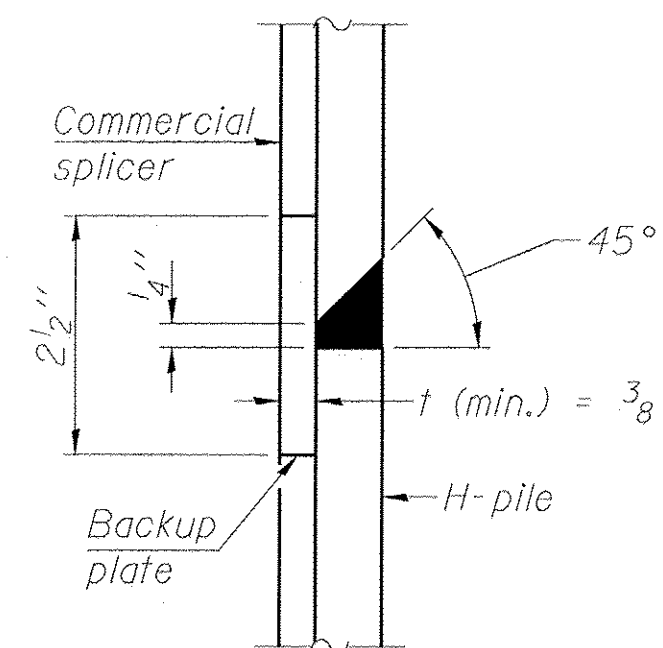


STEEL PILE TABLE

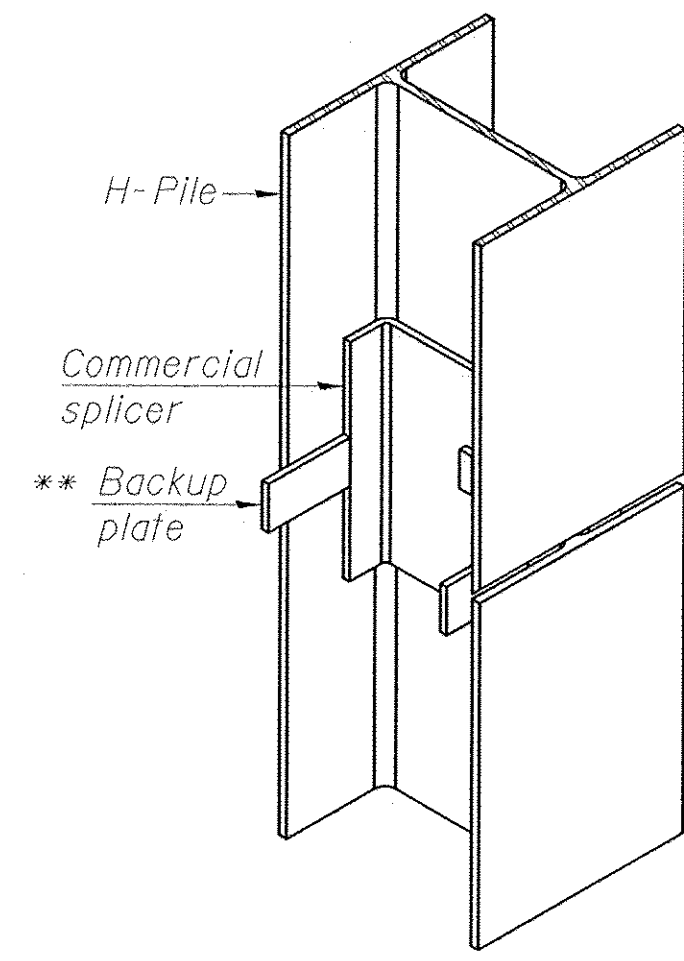
Designation	Depth d	Flange width b _f	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"



ELEVATION

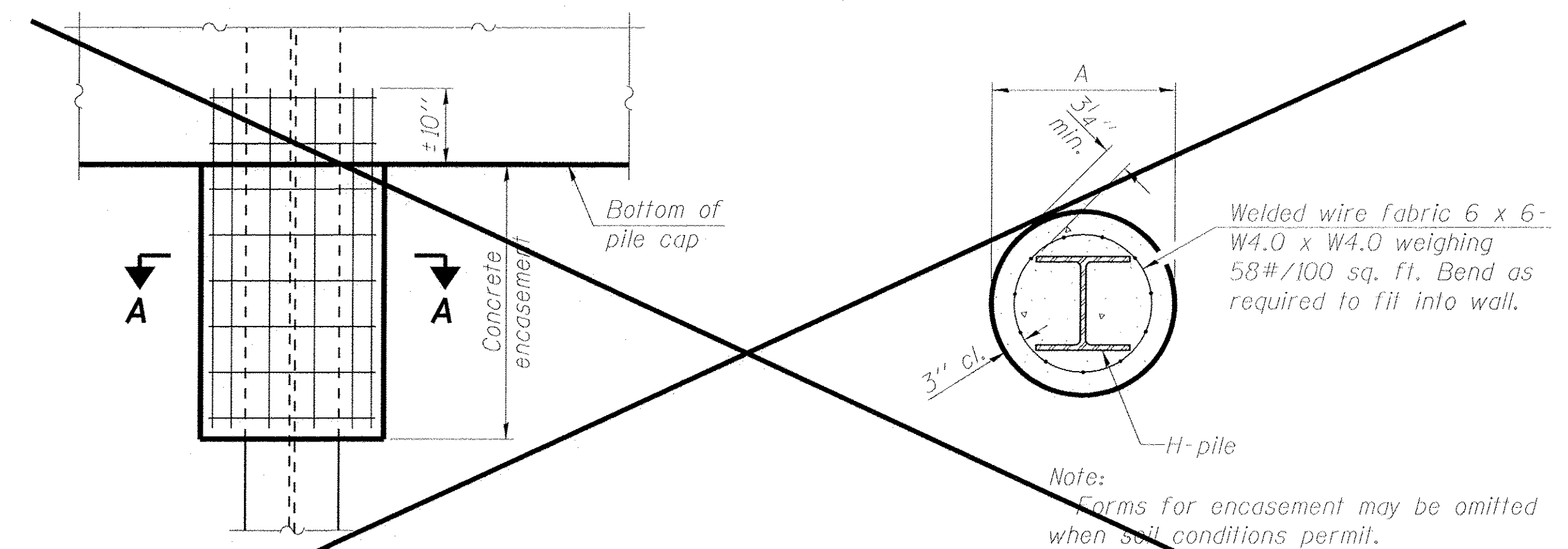


DETAIL "B"



ISOMETRIC VIEW

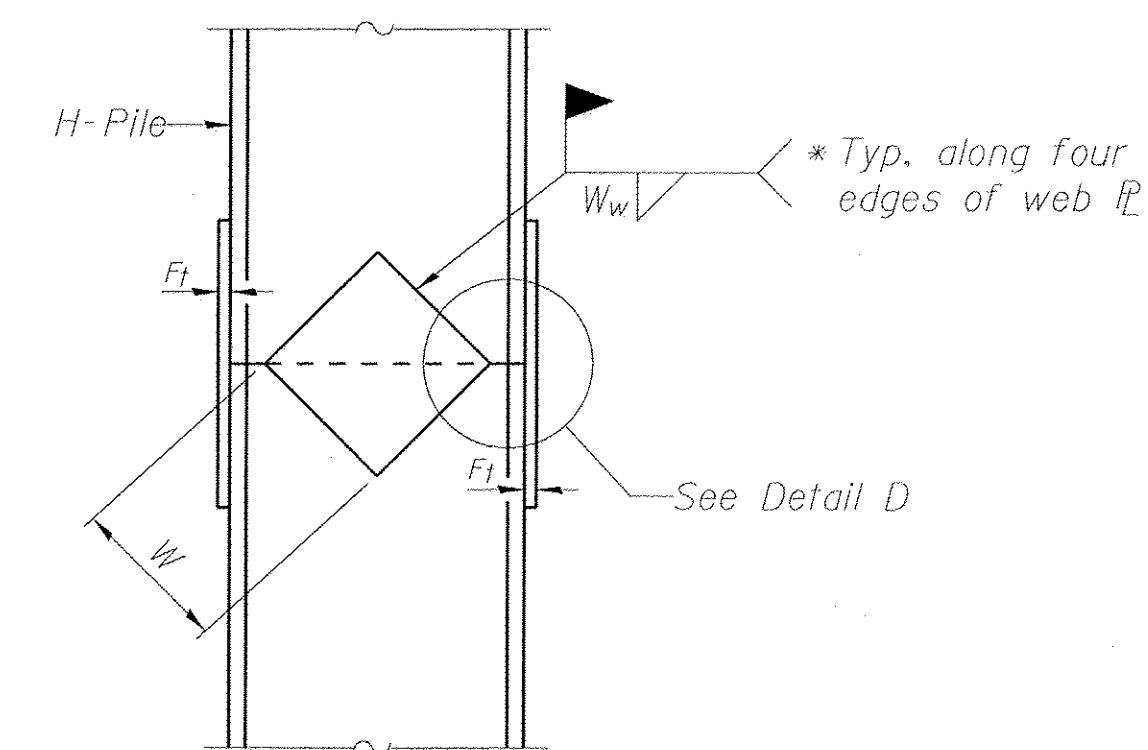
WELDED COMMERCIAL SPLICE



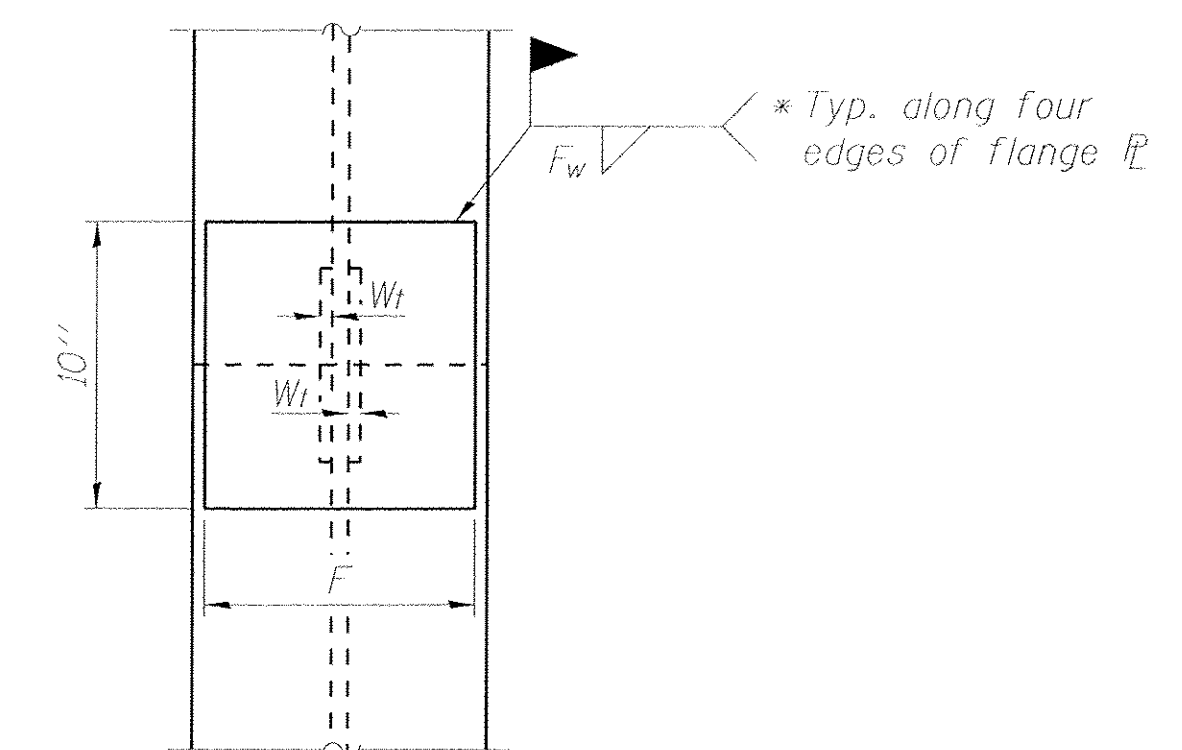
ELEVATION

SECTION A-A

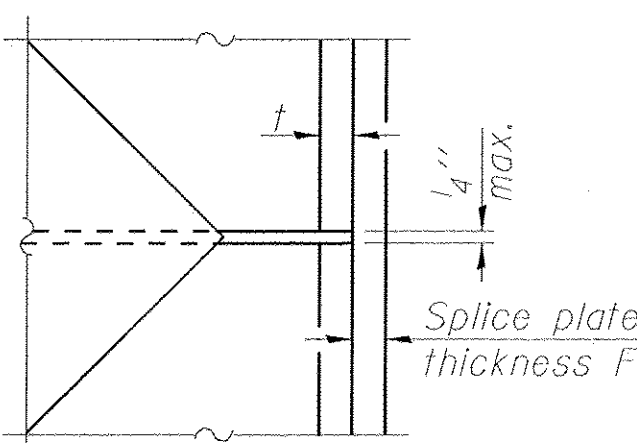
PILE ENCASEMENT



ELEVATION



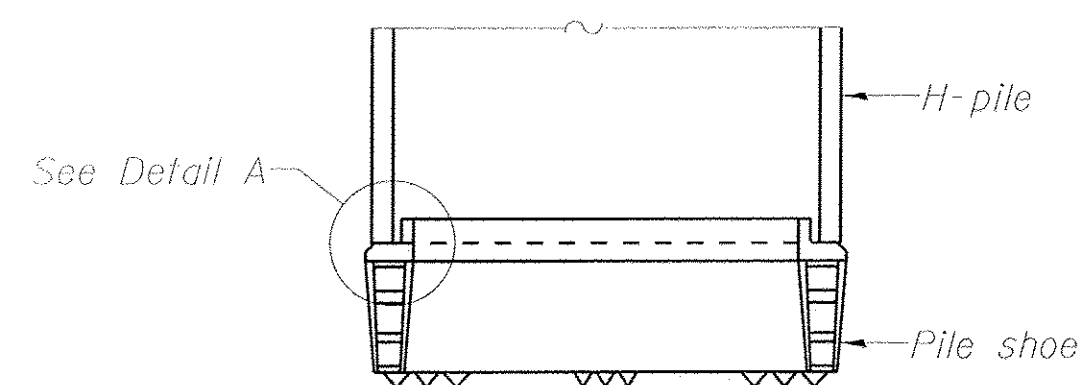
END VIEW



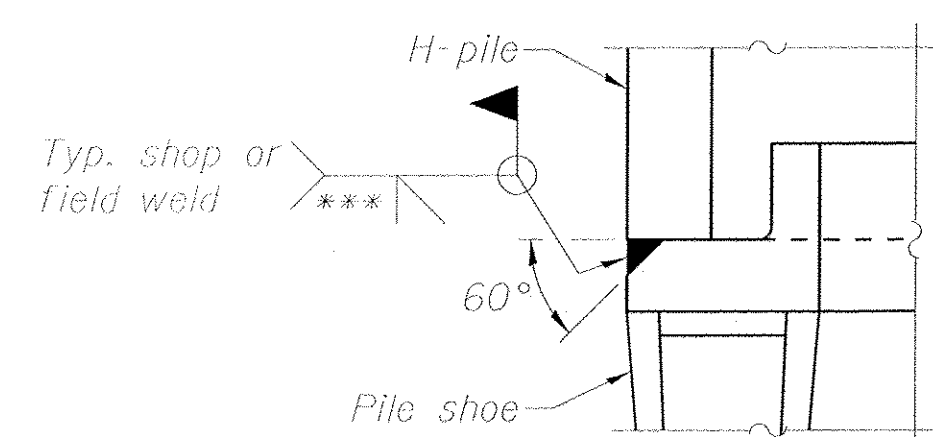
DETAIL D

WELDED PLATE FIELD SPLICE

Designation	F	F ₁	F _w	W	W ₁	W _w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5 8/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5 8/8"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5 8/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5 8/8"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5 8/8"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5 8/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

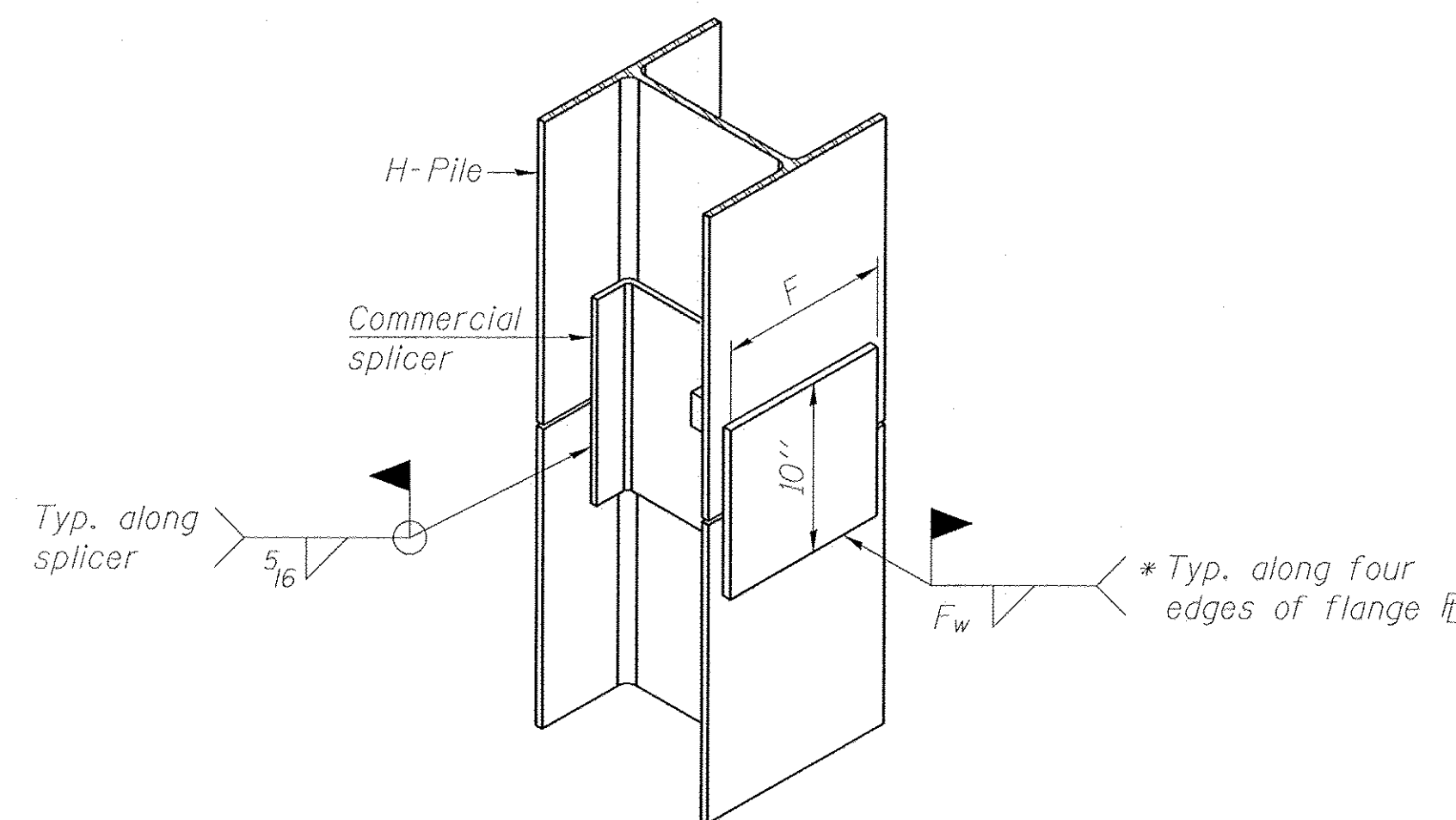


ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

- * Interrupt welds 1/4" from end of web and/or each flange.
- ** Remove portions of backup plates that extend outside the flanges.
- *** Weld size per pile shoe manufacturer (5/16" min.).

Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.

F-HP

1-27-12

BAXTER & WOODMAN
Consulting Engineers

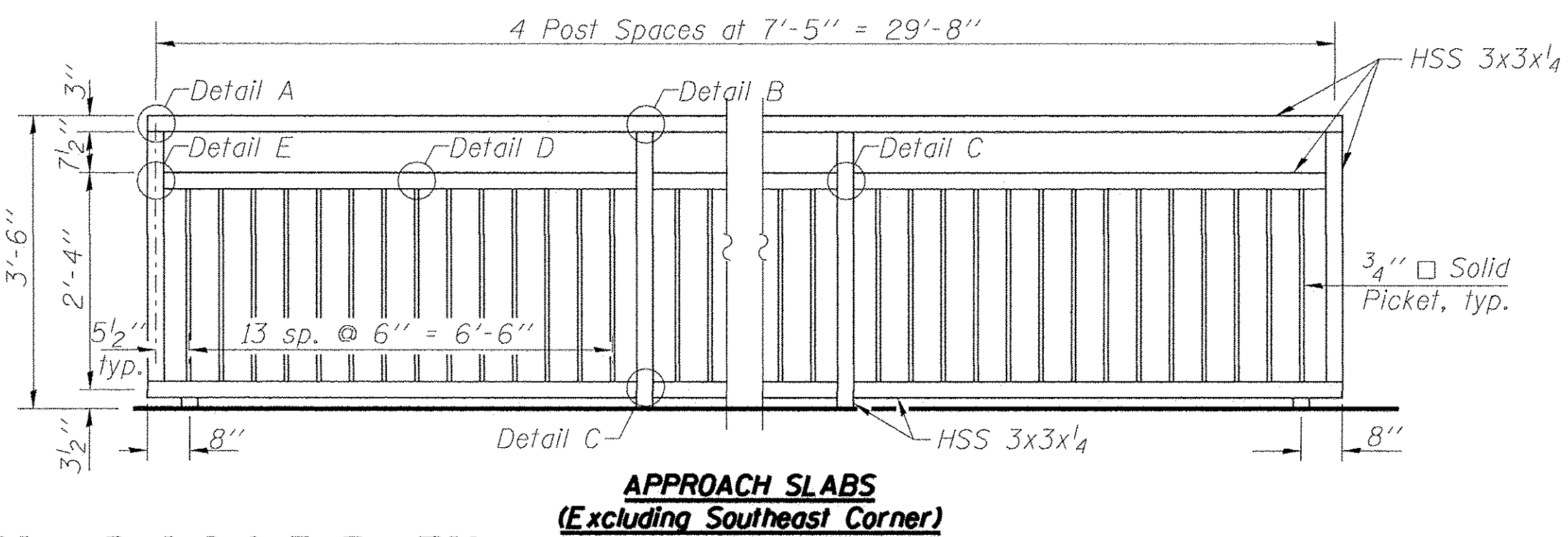
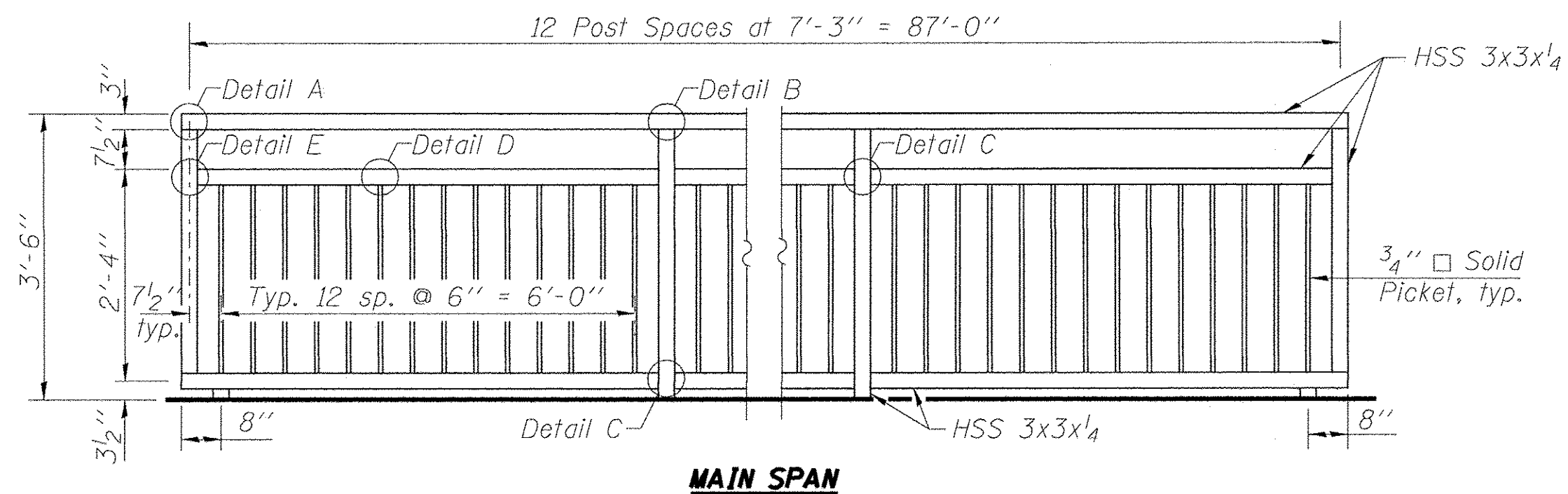
USER NAME	DESIGNED - BLB	REVISED -
PLOT SCALE	CHECKED - BAB	REVISED -
PLOT DATE	DRAWN - BLB	REVISED -
	CHECKED - BAB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 045-3054

SHEET NO. 17 OF 22 SHEETS

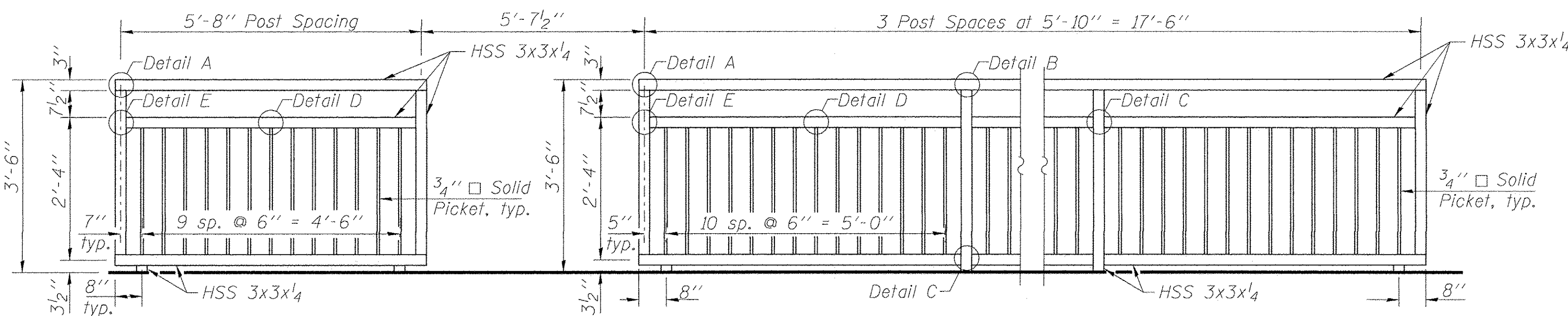
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	46
CONTRACT NO. 61D15			ILLINOIS FED. AID PROJECT BRM-9003(894)	



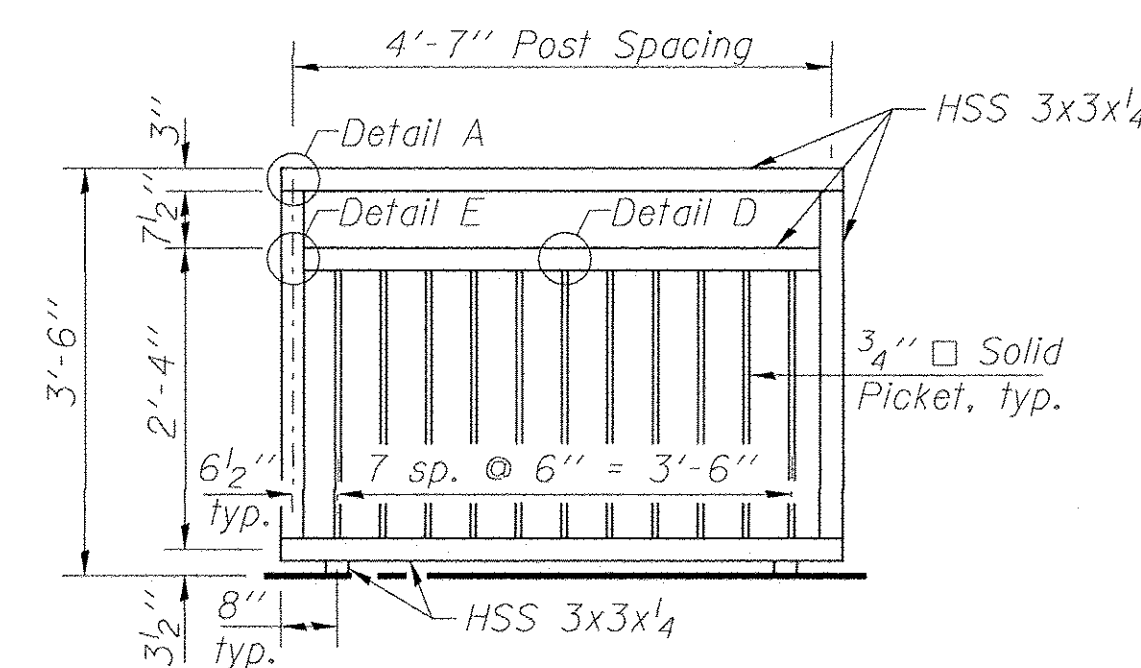
EXTERIOR PEDESTRIAN RAILING ELEVATION

NOTES

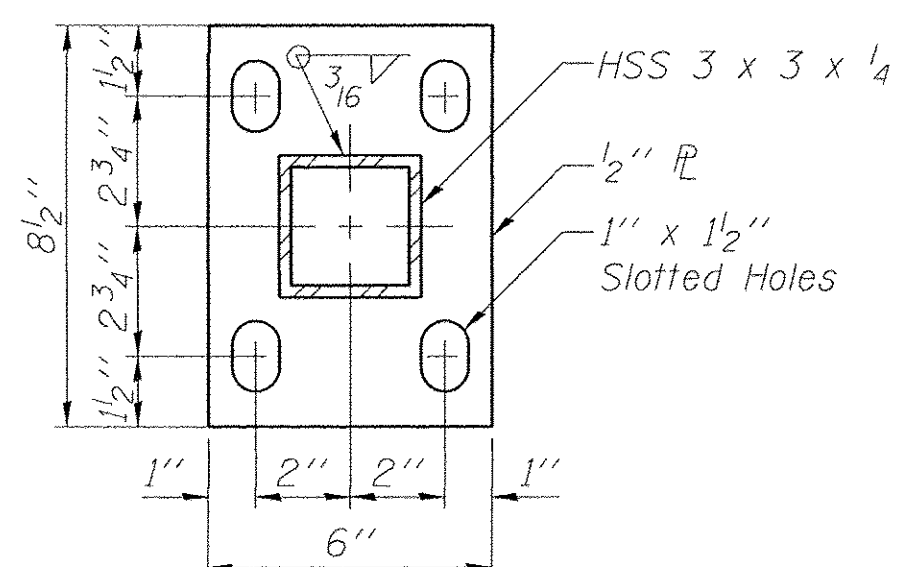
Railing shall be according to the applicable portions of Section 509 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per foot for Pedestrian Railing.
 Hollow structural steel tubing shall conform to the requirements of ASTM designation A 500, Grade B, structural steel tubing.
 Hollow steel pipes shall conform to the requirements of ASTM A53 and shall be "standard weight".
 All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36.
 All post, railing, splices, anchor devices, and bent plates shall be painted using the Organic Zinc Rich Primer / Epoxy / Urethane Paint System. The color of the final finish coat shall be matte black.
 Space reinforcement in slab to miss anchor rods.
 See Sheet 19 of 22 for additional Railing details.



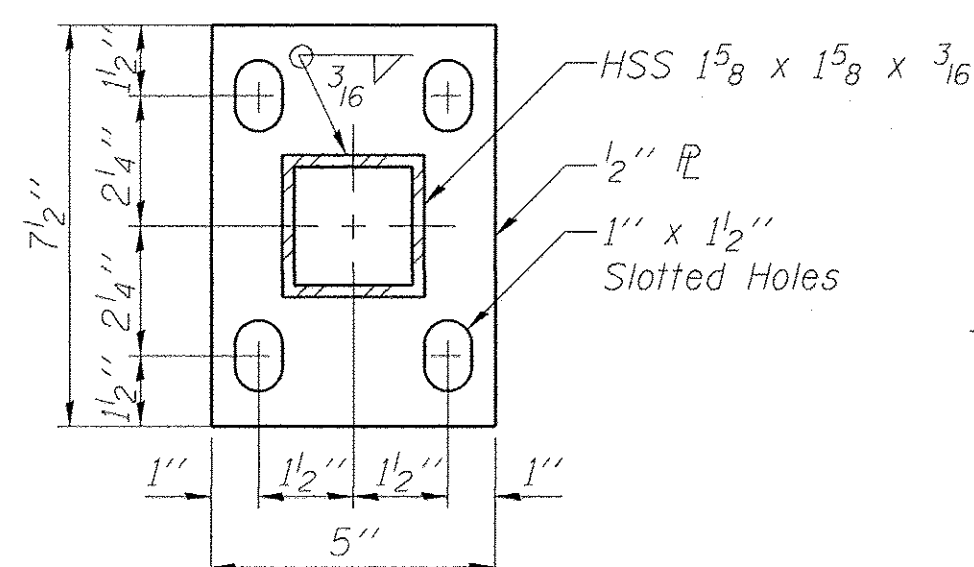
SOUTH EDGE EAST APPROACH SLAB (South Elevation)



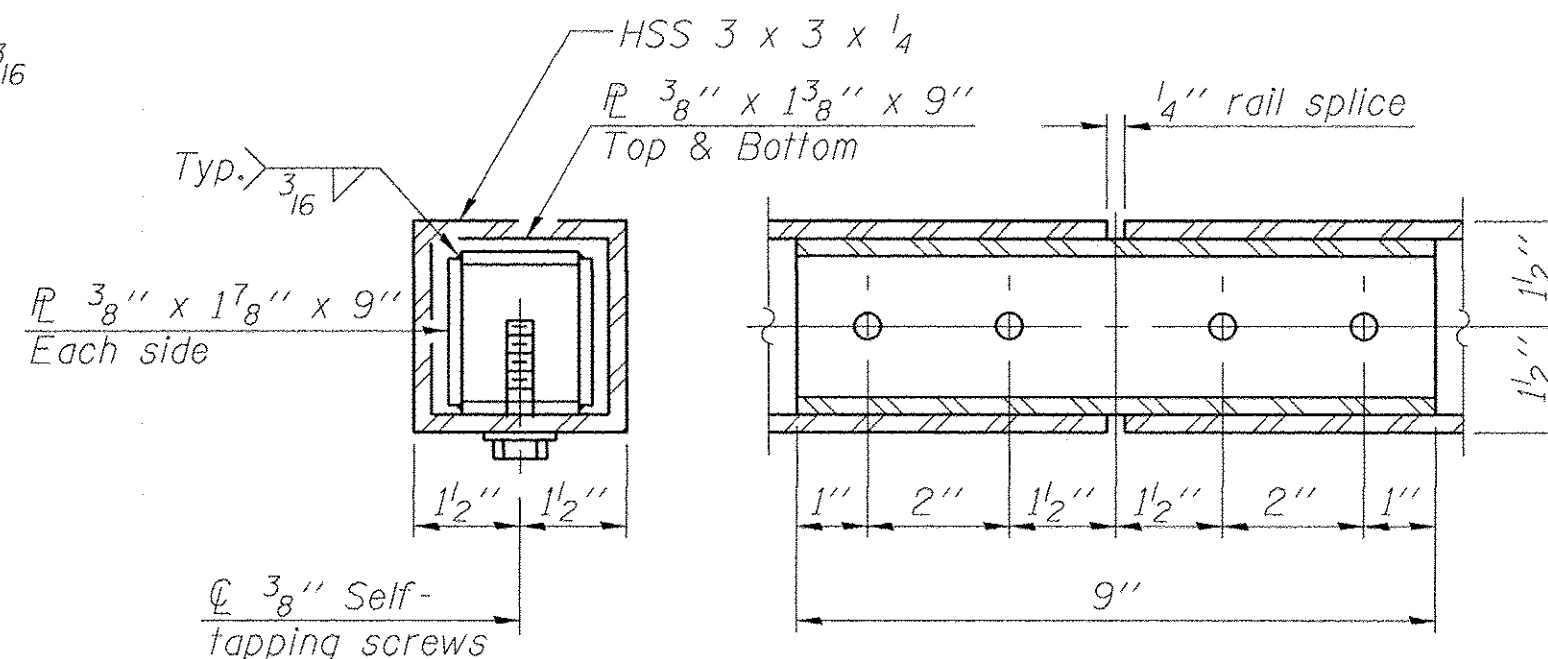
SOUTHEAST EDGE EAST APPROACH SLAB



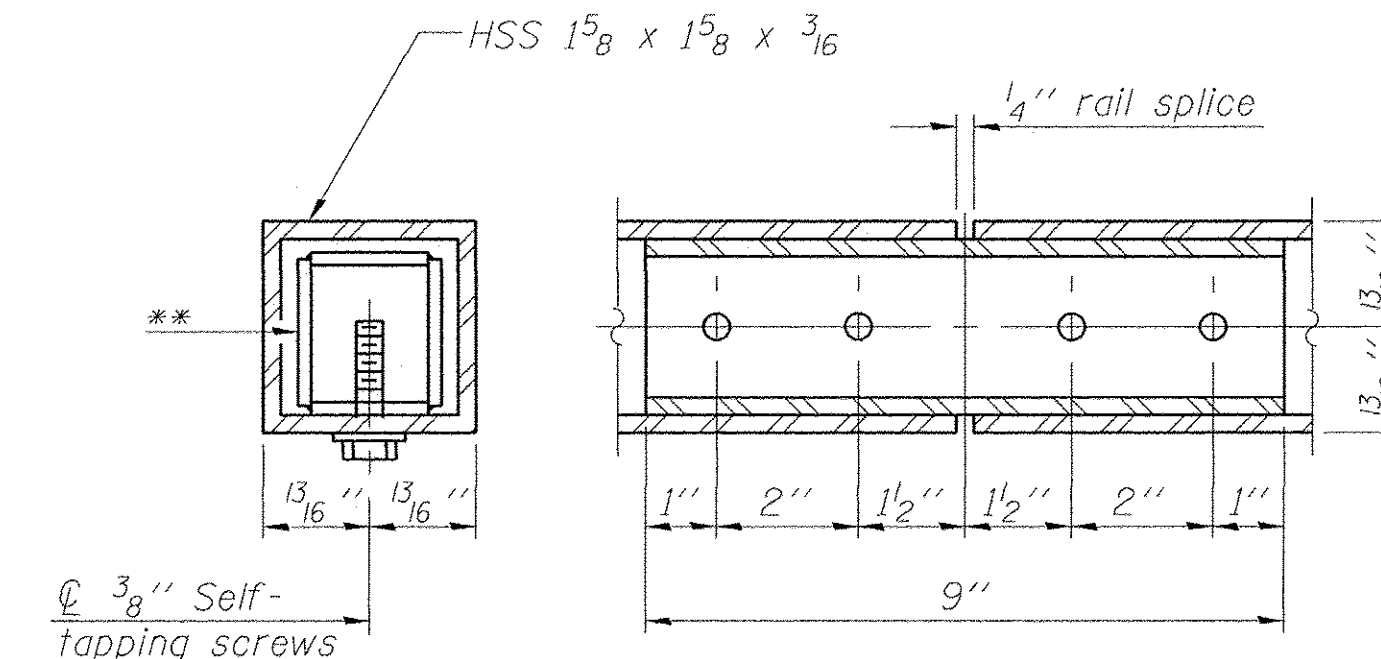
BASE PLATE FOR 3" POSTS



BASE PLATE FOR 1 1/2" POSTS

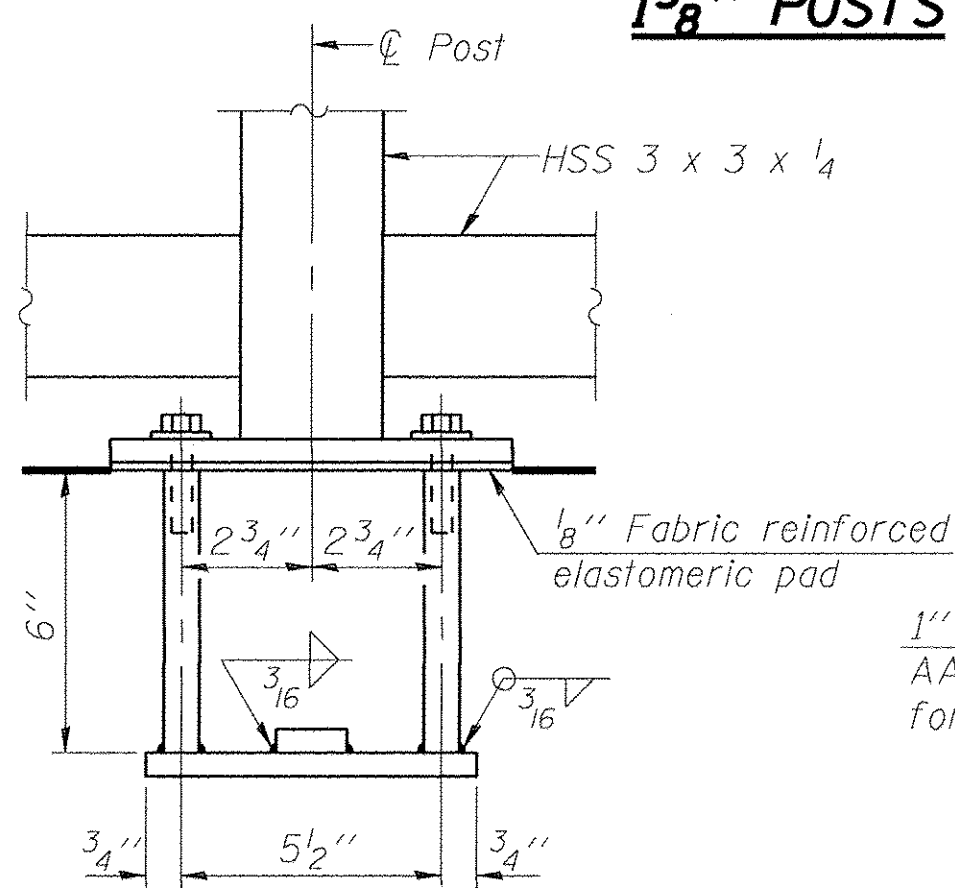


RAIL SPLICE FOR 3" RAILS



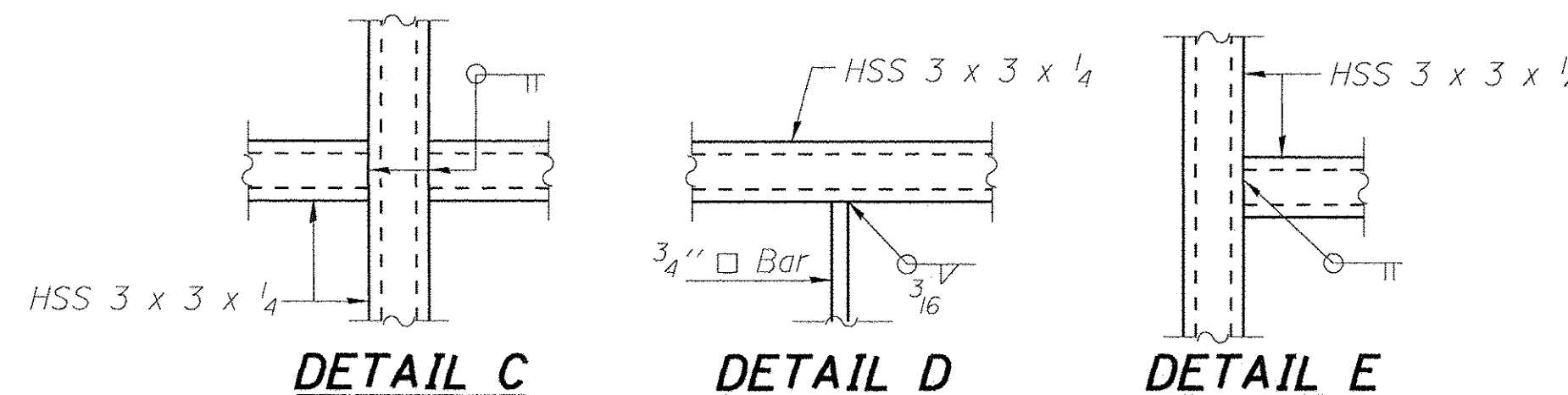
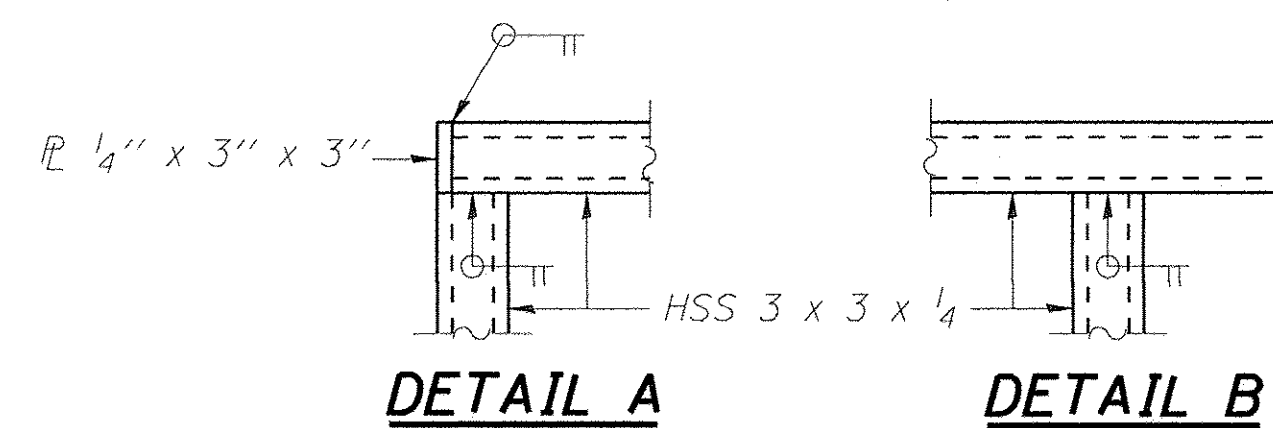
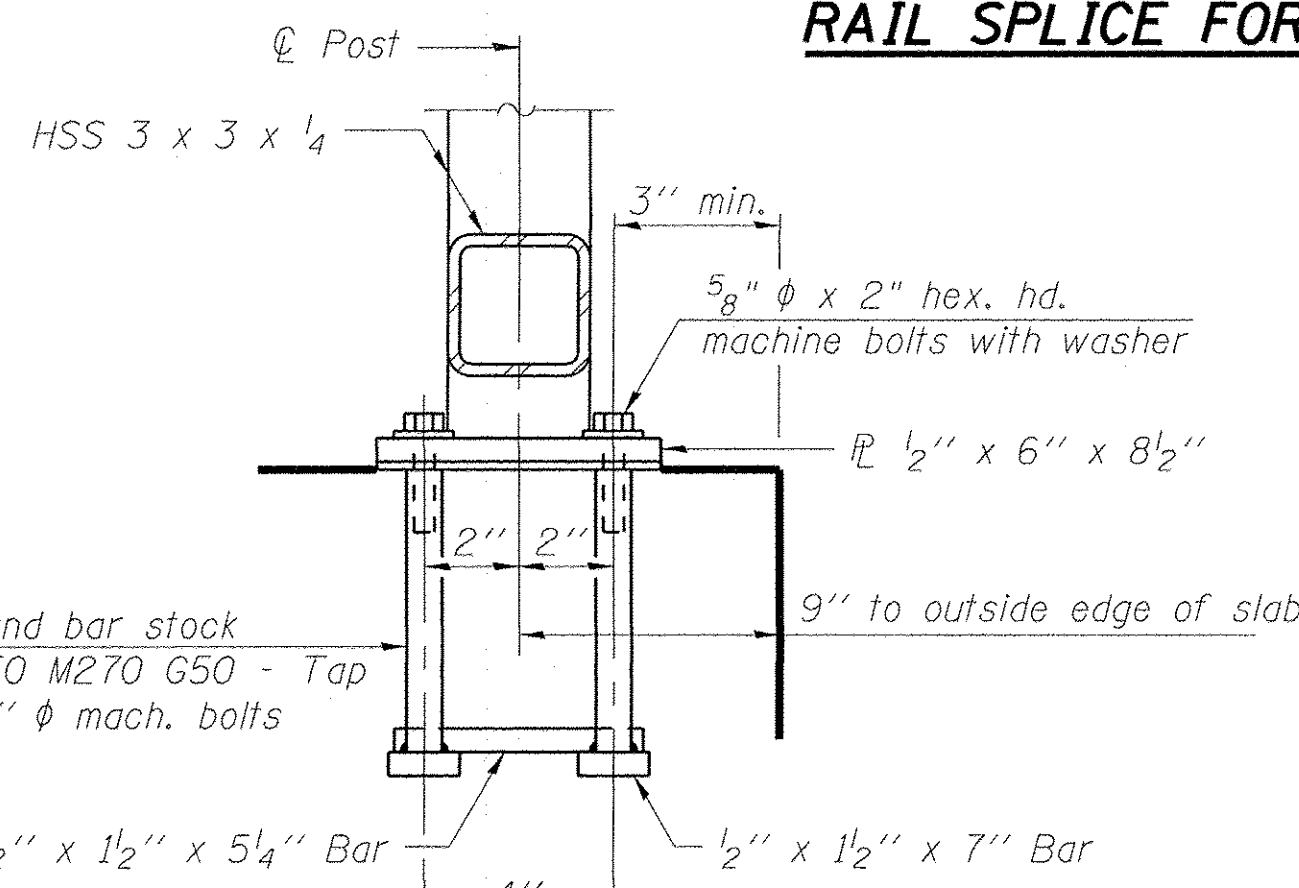
RAIL SPLICE FOR 1 1/2" RAILS

** Rail manufacturer shall provide details for rail splice insert for review on shop drawings

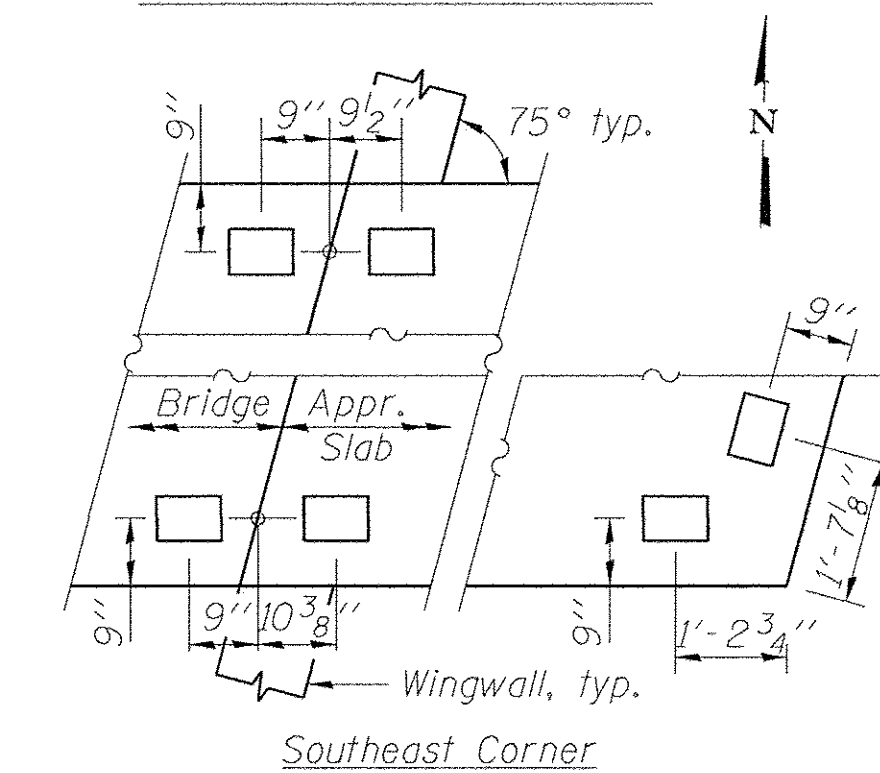


ANCHOR BOLT DETAILS FOR 3" POSTS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" diameter anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



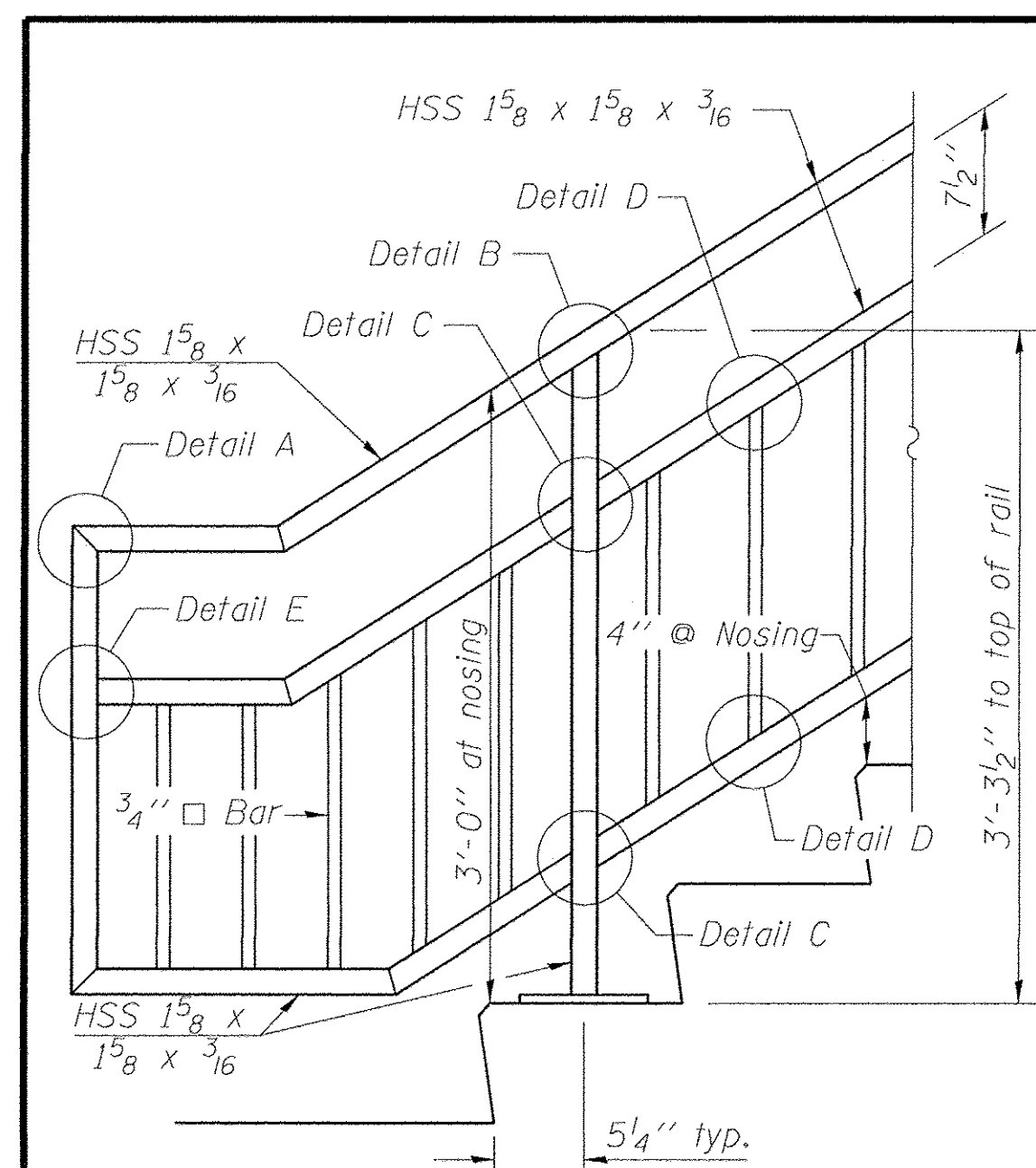
Northeast Corner shown, Northwest/Southwest similar



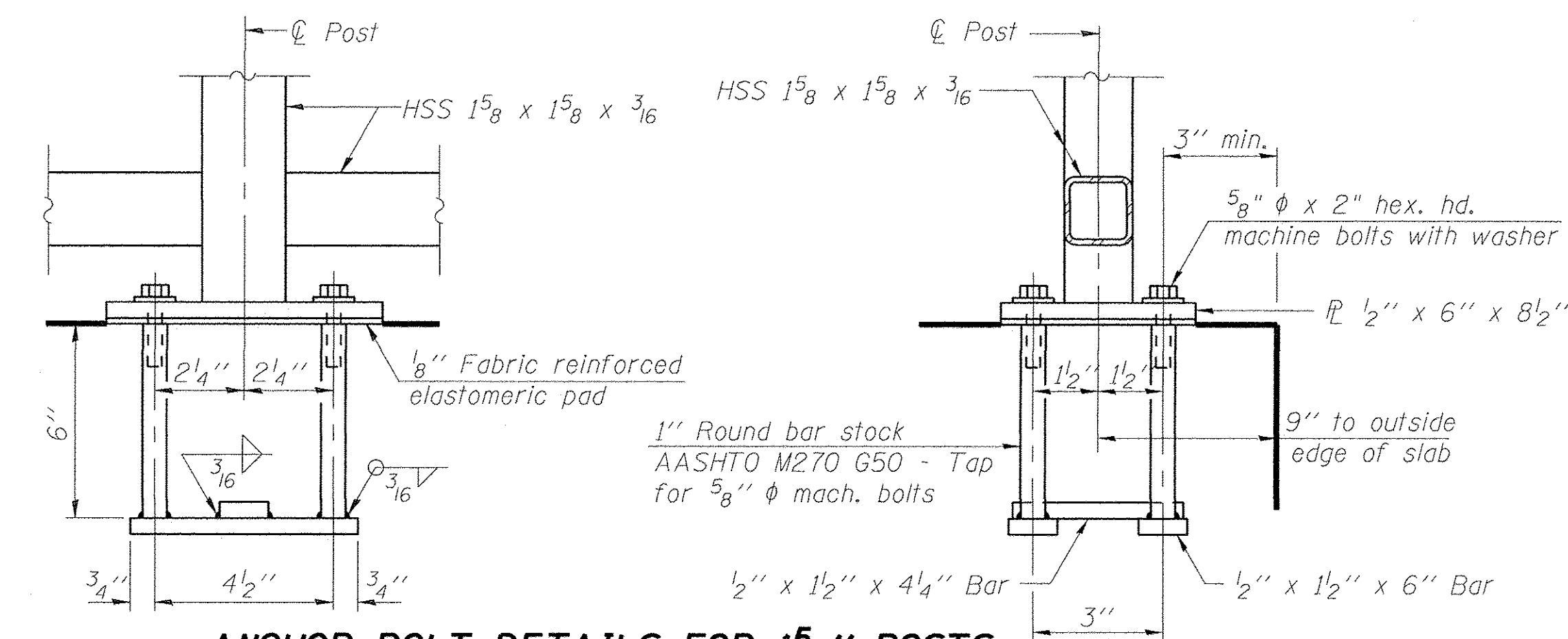
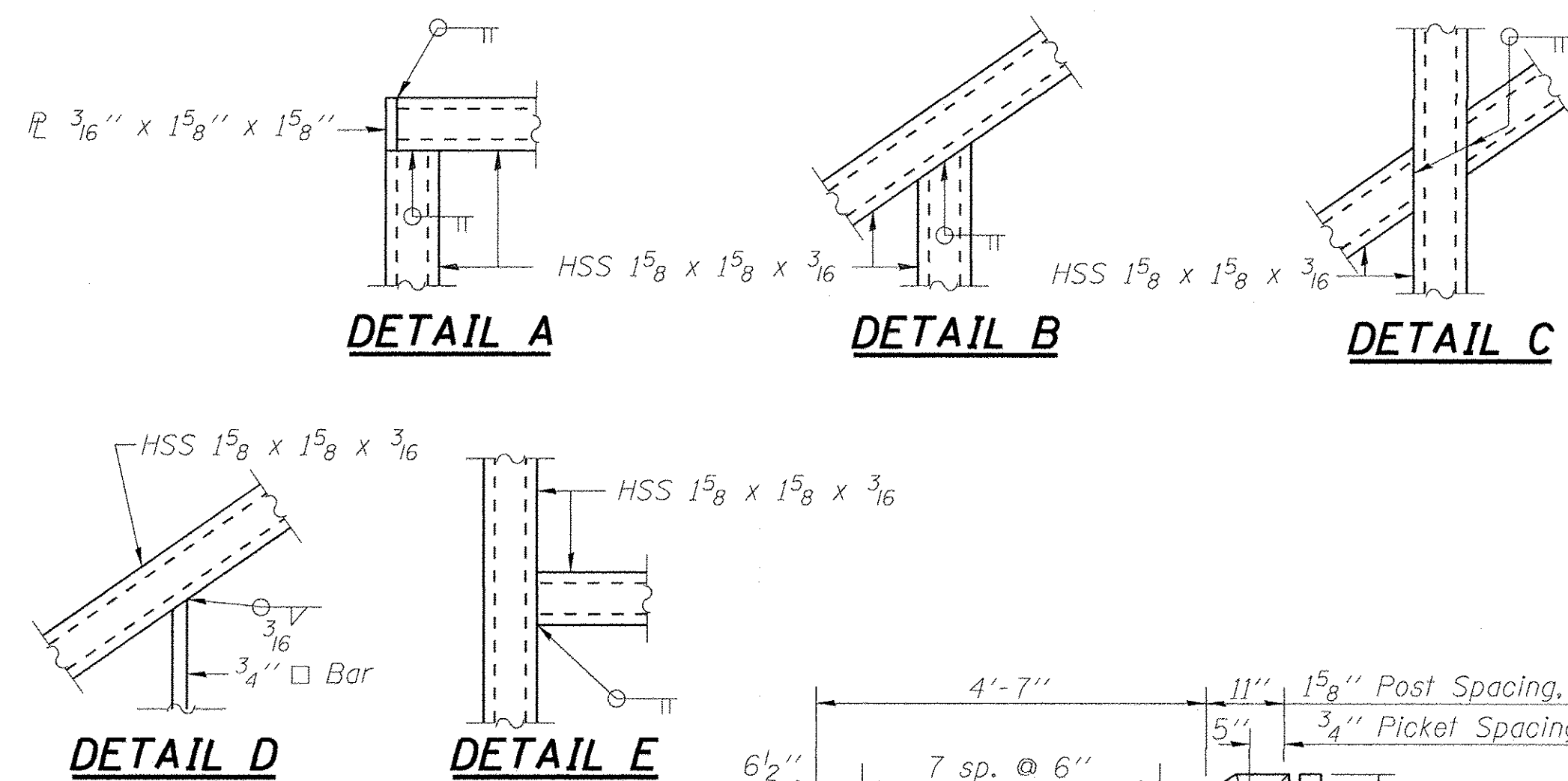
BASE PLATE LAYOUT AT CORNERS

BILL OF MATERIAL

Item	Unit	Quantity
Pedestrian Railing	Foot	294

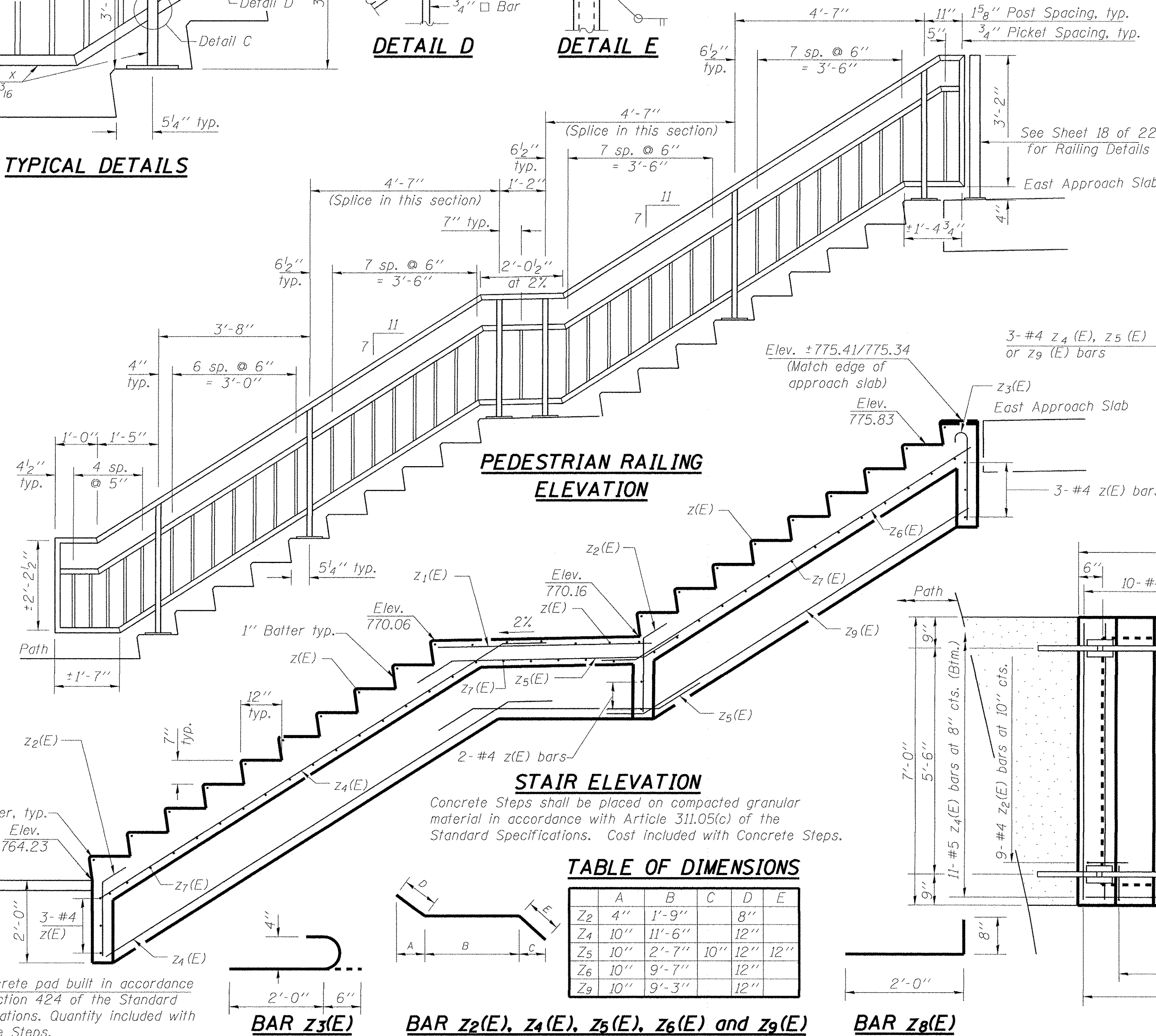


TYPICAL DETAILS



ANCHOR BOLT DETAILS FOR 1 5/8" POSTS

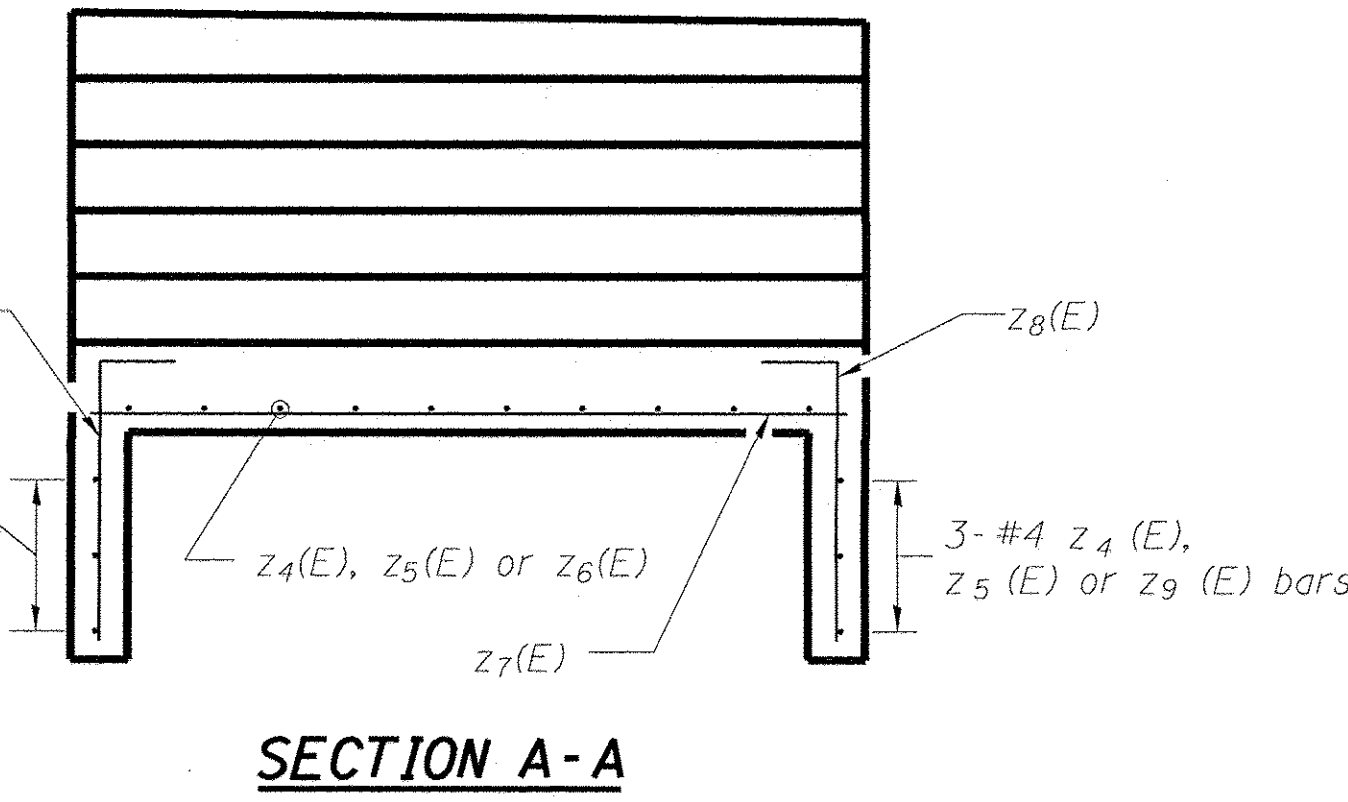
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" ϕ anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



STAIR ELEVATION
Concrete Steps shall be placed on compacted granular material in accordance with Article 311.05(c) of the Standard Specifications. Cost included with Concrete Steps.

TABLE OF DIMENSIONS

	A	B	C	D	E
Z ₂	4"	1'-9"	8"		
Z ₄	10"	11'-6"	12"		
Z ₅	10"	2'-7"	10"	12"	12"
Z ₆	10"	9'-7"	12"		
Z ₉	10"	9'-3"	12"		

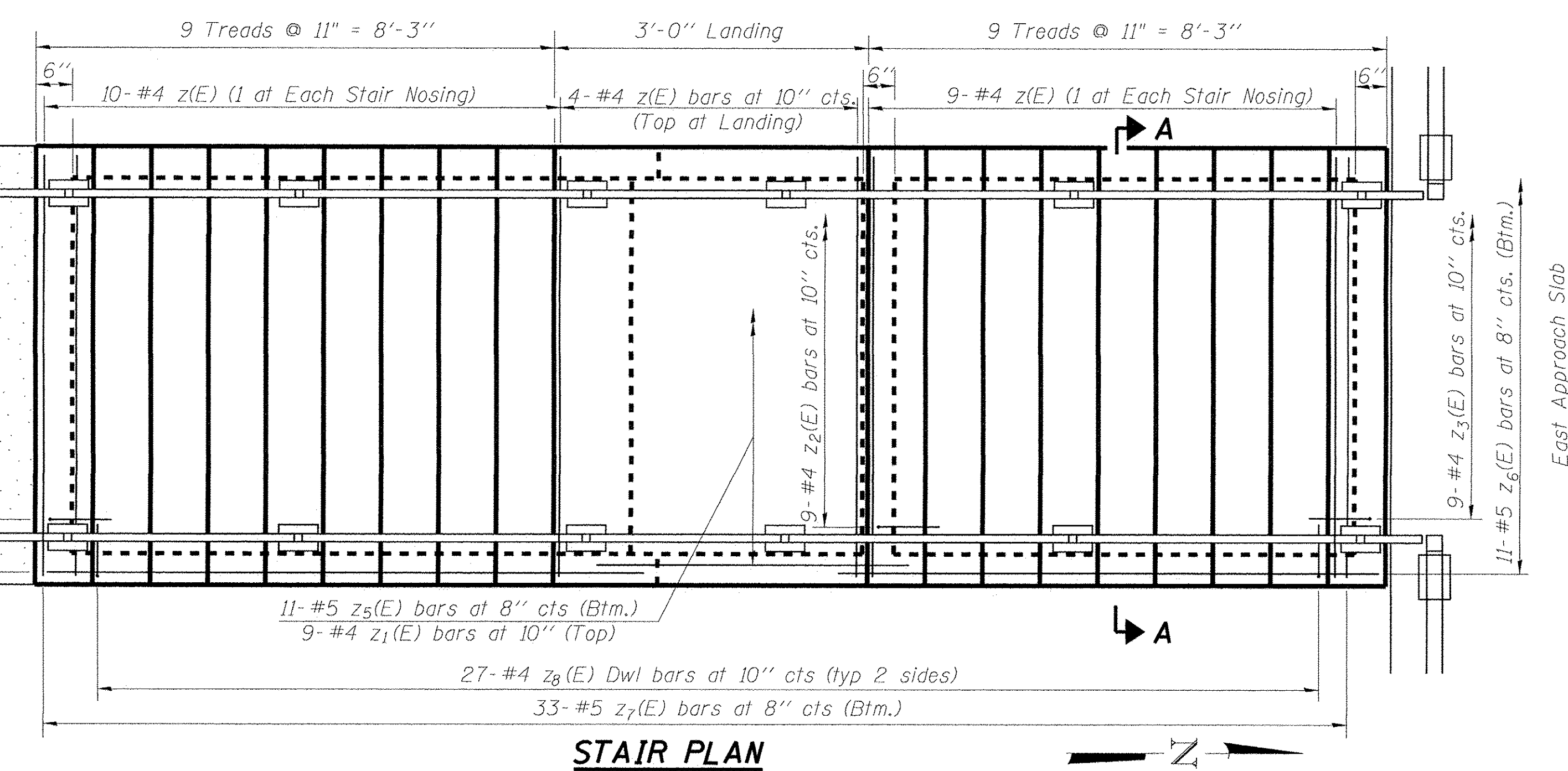


SECTION A-A

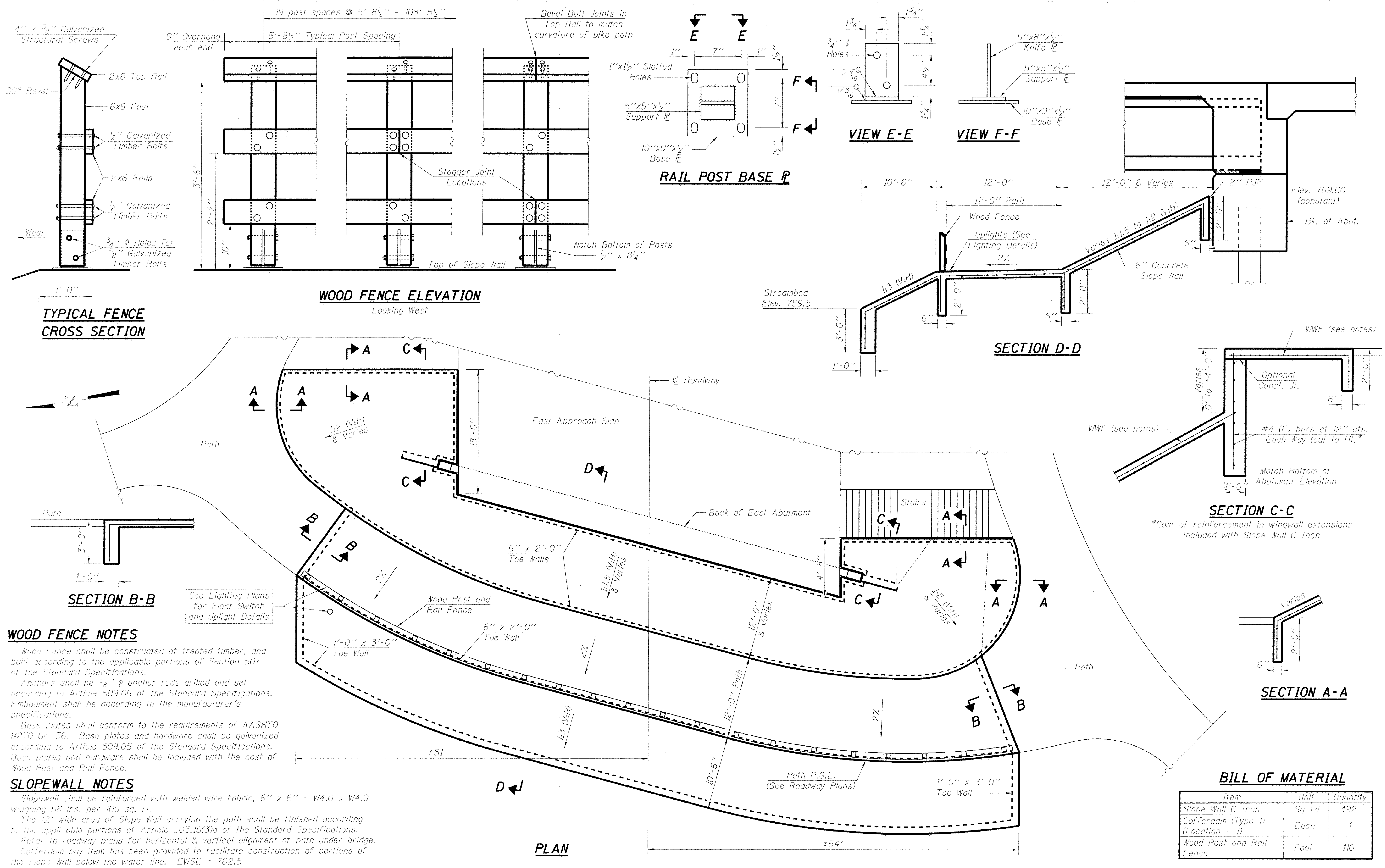
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
z(E)	31	#4	6'-8"	
z ₁ (E)	9	#4	3'-3"	
z ₂ (E)	18	#4	2'-5"	
z ₃ (E)	9	#4	2'-6"	
z ₄ (E)	17	#5	12'-6"	
z ₅ (E)	17	#5	4'-7"	
z ₆ (E)	11	#5	10'-7"	
z ₇ (E)	33	#5	6'-8"	
z ₈ (E)	54	#4	2'-8"	
z ₉ (E)	6	#4	10'-3"	
Pedestrian Railing			Foot	53
Concrete Steps			Cu Yd	7.6
Reinforcement Bars, Epoxy Coated**			Pound	1080

**Information only - reinforcement bars included with Concrete Steps. See Special Provisions.



STAIR PLAN



SMC SOIL AND MATERIAL CONSULTANTS, INC. File No. 20671 **BORING LOG** 1

Client Baxter & Woodman, Inc. Sheet 1 of 2

Project McDonald Road Bridge over Date 8/13/12

Comments _____ Location Otter Creek, South Elgin, IL Drilled By AC

Station 19+ 50, 6' S. of centerline Equipment CME 45B H.A. Other _____ Logged By DA

Elev. ft.	Description	Depth, ft.	0	S	T	R	B	N	Pen.	W	Uw	Qu
	(See Core Log)											
769.2'	Black cinders, damp, loose						4					
			1				2			23.5		
			2	SS	14"		2	4		21.7		
	Dark brown-black silt, some clay, trace sand, damp, very loose to loose - Fill						2					
							2					
			5	SS	12"		2	4		24.9		
							1					
							3					
			4	SS	15"		3	6		42.4		
762.7'	Limestone, damp, medium dense						8					
							9					
			10	SS	13"		11	20		8.9		
760.7'	Gray fine-medium sand & gravel, some coarse sand, very damp, medium dense						6					
							10					
			6	SS	14"		10	20		8.0		
							11					
							9					
			15	SS	11"		9	18		9.0		
755.7'	Gray clay, some silt, trace sand & gravel, damp, hard						7					
							10					
			8	SS	18"		14	24	4.5+	10.5	139.8	5.8
752.7'	Gray clay, some silt, trace sand & gravel, damp, very tough						7					
							10					
			9	SS	18"		22	22	4.5+	10.9	138.0	3.9
751.2'			20									

Water Level — depth, ft. elev., ft.

- while drilling: 10.5

- after drilling: 16.0

- hrs. after drilling: _____

S - sample T - type: J(Jar), SS(split-spoon), ST(shelby tube) R - recovery length, in.

B - Standard Penetration Test (SPT), blows/ 6" interval. W - water content, %.

N - SPT, blows/ foot to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30".

Pen. - pocket penetrometer reading, tons/ sq. ft. Uw - dry unit weight of soil, lbs./ cu.ft.

Qu - unconfined compressive strength, tons/ sq. ft.

F-111b

SMC SOIL AND MATERIAL CONSULTANTS, INC. File No. 20671 **BORING LOG** 1

Client Baxter & Woodman, Inc. Sheet 2 of 2

Project McDonald Road Bridge over Date 8/13/12

Comments _____ Location Otter Creek, South Elgin, IL Drilled By AC

Equipment CME 45B H.A. Other _____ Logged By DA

Elev. ft.	Description	Depth, ft.	20	S	T	R	B	N	Pen.	W	Uw	Qu
	Gray clay, some silt, trace sand & gravel, damp, very tough						5					
							7					
			10	SS	18"		9	16	3.0	12.7	128.5	3.0
748.2'	Dark brown-black organic silt, damp, medium dense						5					
							8					
			28	SS	14"		10	18		84.4		
745.7'	Gray clay, some silt, trace sand & gravel, damp, very tough						5					
							6					
			12	SS	18"		8	14	3.0	17.3	111.7	2.4
743.7'	Gray silt, some clay, trace sand & gravel, damp, medium dense to dense						5					
							6					
			30	SS	18"		7	13		13.0		
							17					
							16					
			35	SS	14"		14	30		10.2		
734.2'	Gray fine-medium sand & gravel, some coarse sand, very damp-saturated, very dense						17					
							16					
			40	SS	12"		50+	66		12.5		

Bedrock - REFUSAL End of Boring depth, ft. elev., ft.

Water Level — depth, ft. elev., ft.

- while drilling: 10.5

- after drilling: 16.0

- hrs. after drilling: _____

S - sample T - type: J(Jar), SS(split-spoon), ST(shelby tube) R - recovery length, in.

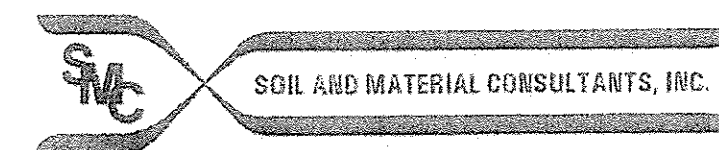
B - Standard Penetration Test (SPT), blows/ 6" interval. W - water content, %.

N - SPT, blows/ foot to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30".

Pen. - pocket penetrometer reading, tons/ sq. ft. Uw - dry unit weight of soil, lbs./ cu.ft.

Qu - unconfined compressive strength, tons/ sq. ft.

F-111b



File No. 20671 BORING LOG 2

Client Baxter & Woodman, Inc. Sheet 1 of 2

Comments _____ Project McDonald Road Bridge over Date 8/13/12

Station 20+35, 6' N. of centerline Location Otter Creek, South Elgin, IL Drilled By AC

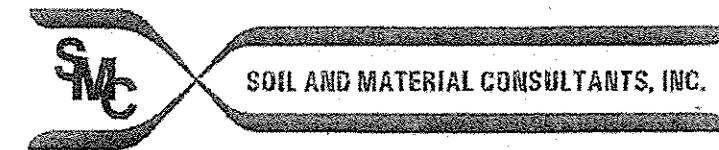
Equipment CME 45B H.A. Other Logged By DA

Elev., ft.	Description	Depth, ft.	0	S	T	R	B	N	Pen.	W	Uw	Qu
771.6'	(See Core Log)											
	Brown fine-medium sand, some coarse sand & gravel, damp, medium dense - Fill					4						
768.6'			1	SS	14"	5		11		9.0		
	Brown-dark brown silt, some clay, trace sand & gravel, damp-very damp, loose - Fill					1						
			5	2	SS	6"	3	7		14.5		
						4						
763.6'			3	SS	4"	2		5		15.2		
	Dark brown-gray silt, some clay, & sand, very damp, loose - Fill					1						
762.1'			4			2				25.1		
	Gray fine-medium sand, some coarse sand & gravel, very damp, loose					3				12.5		
760.6'			10	5	SS	15"	7	9				
	Gray silt, some clay, trace sand & gravel, very damp, very loose					4						
						3						
757.6'			6	SS	4"	1		4		23.1		
	Gray clay, some silt, trace sand & gravel, damp, hard					2						
						6						
755.6'			15	7	SS	16"	7	13	4.5+	11.1	132.0	4.3
	Gray clay, some silt, trace sand & gravel, damp, very tough to hard					5						
						5						
751.6'			20	9	SS	18"	9	20	4.5+	10.7	137.9	5.6

Water Level — depth, ft. elev., ft.
 - while drilling: 10.5
 - after drilling: 15.0
 - hrs. after drilling: _____

S - sample T - type: J(Jar), SS(split-spoon), ST(shelby tube) R - recovery length, in.
 B - Standard Penetration Test (SPT), blows/ 6" interval. W - water content, %
 N - SPT, blows/ foot to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30".
 Pen. - pocket penetrometer reading, tons/ sq. ft. Uw - dry unit weight of soil, lbs./ cu. ft.
 Qu - unconfined compressive strength, tons/ sq. ft.

F-111b



File No. 20671 BORING LOG 2

Client Baxter & Woodman, Inc. Sheet 2 of 2

Comments _____ Project McDonald Road Bridge over Date 8/13/12

Location Otter Creek, South Elgin, IL Drilled By AC

Equipment CME 45B H.A. Other Logged By DA

Elev., ft.	Description	Depth, ft.	20	S	T	R	B	N	Pen.	W	Uw	Qu
	Gray clay, some silt, trace sand & gravel, damp, hard						8					
							10					
			10	SS	18"	13		23	4.5+	11.0	130.4	5.9
748.1'							7					
	Dark brown-black organic silt, damp, medium dense						11					
			25	11	SS	18"	16	27		69.5		
746.1'							6					
	Gray clay, some silt, trace sand & gravel, damp, very tough						8					
							11					
			12	SS	18"	11		19	4.0	15.8	118.0	3.3
							3					
741.6'			30	13	SS	18"	6	13	2.75	15.7	120.8	2.3
	Gray silt, some clay, trace sand & gravel, damp, dense						11					
							16					
			35	14	SS	18"	19	35		13.7		
734.6'							5					
	Gray fine-medium sand & gravel, some coarse sand, very damp-saturated, very dense						5					
							10					
							15					
731.6'			40	15	SS	14"	50+	65		9.5		

Bedrock - REFUSAL End of Boring depth, ft. elev., ft.
 Water Level — depth, ft. elev., ft.
 - while drilling: 10.5
 - after drilling: 15.0
 - hrs. after drilling: _____

S - sample T - type: J(Jar), SS(split-spoon), ST(shelby tube) R - recovery length, in.
 B - Standard Penetration Test (SPT), blows/ 6" interval. W - water content, %
 N - SPT, blows/ foot to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30".
 Pen. - pocket penetrometer reading, tons/ sq. ft. Uw - dry unit weight of soil, lbs./ cu. ft.
 Qu - unconfined compressive strength, tons/ sq. ft.

F-111b



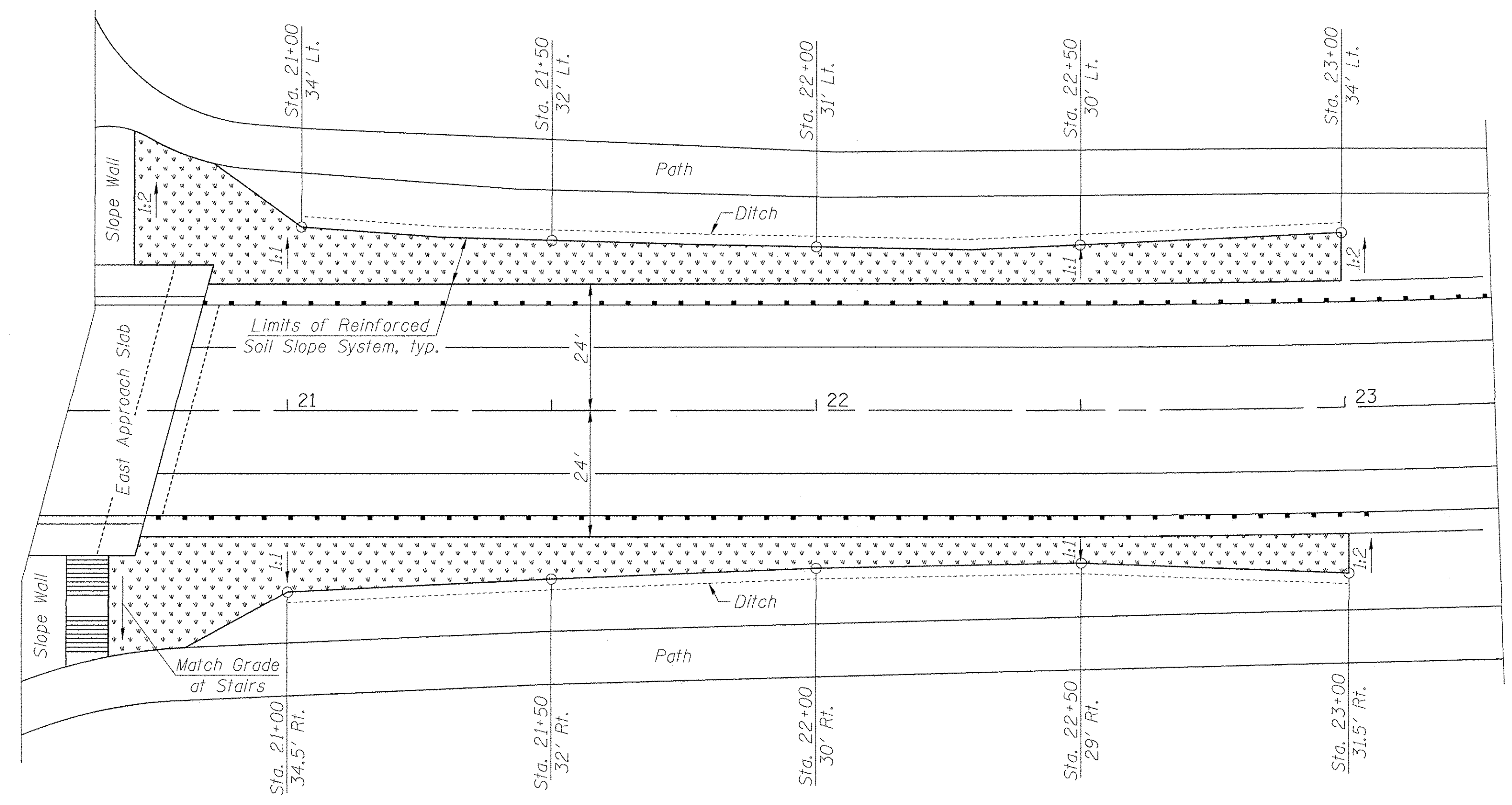
USER NAME =	DESIGNED - BLB	REVISED -
	CHECKED - BAB	REVISED -
PLOT SCALE =	DRAWN - BLB	REVISED -
PLOT DATE =	CHECKED - BAB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

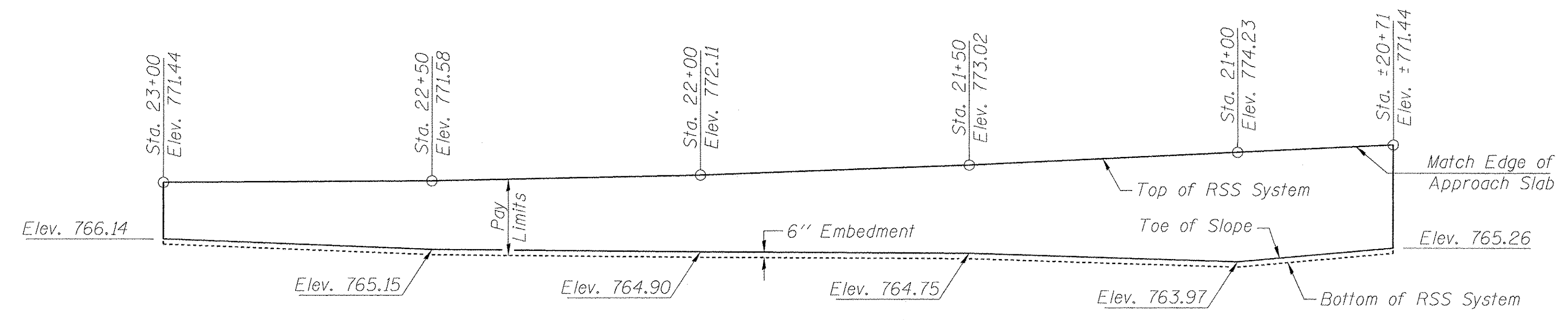
BORING LOGS
STRUCTURE NO. 045-3054

SHEET NO. 22 OF 22 SHEETS

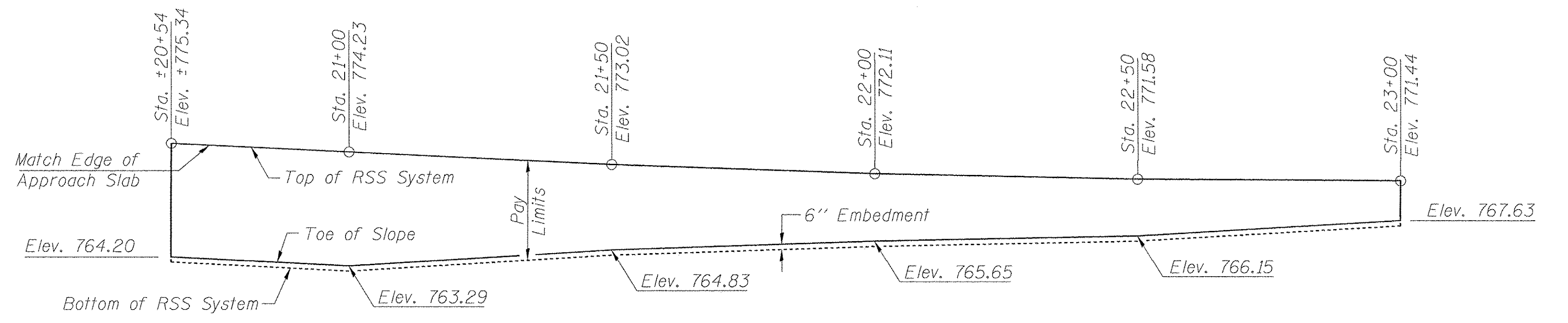
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	51
CONTRACT NO. 61D15			ILLINOIS FED. AID PROJECT BRM-9003(894)	



PLAN



NORTH ELEVATION
Looking South



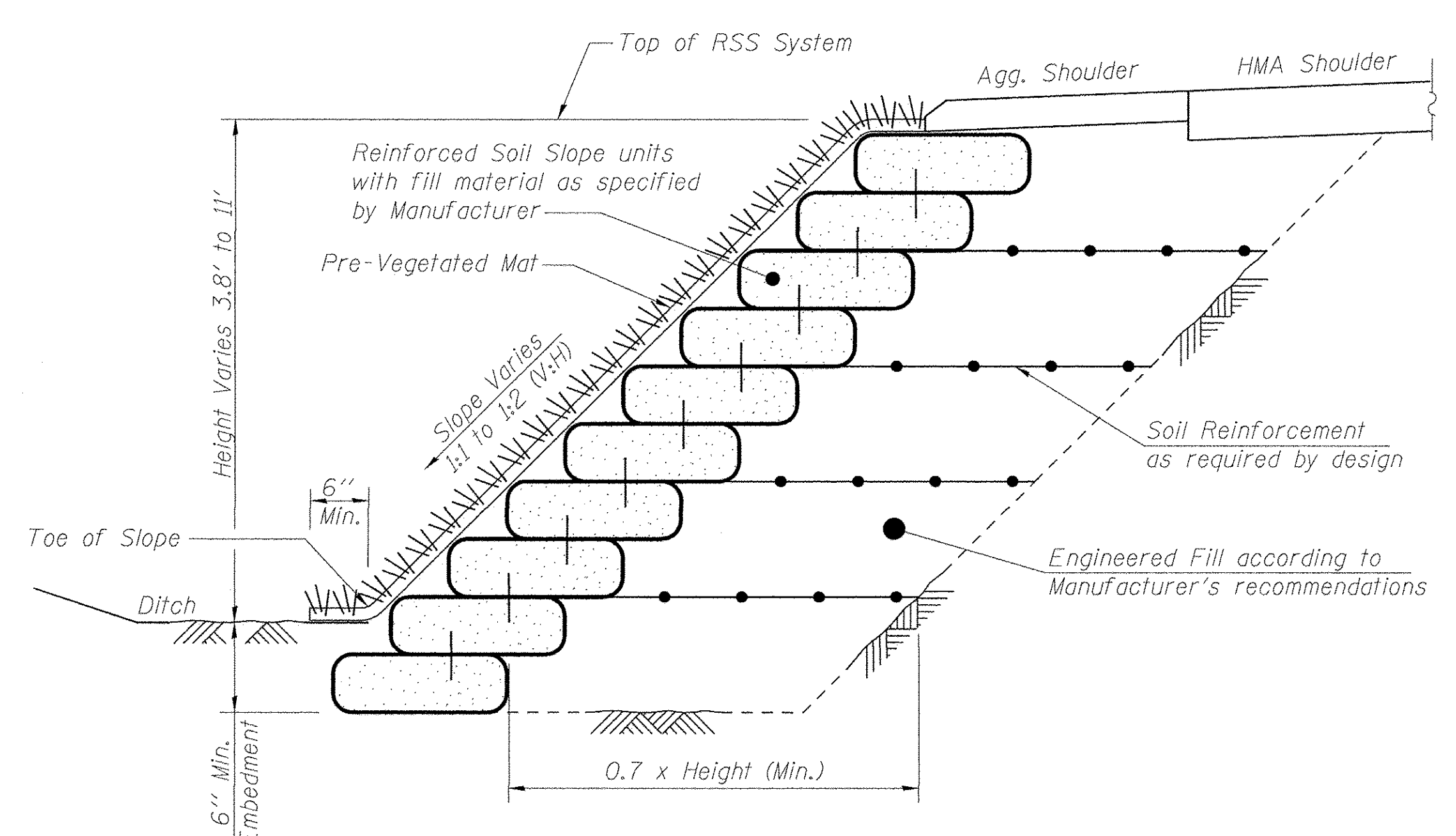
SOUTH ELEVATION
Looking North

NOTES

Refer to Slope Wall Details and Concrete Stair Details for grades and slopes at western limits of RSS System.

Pre-Vegetated Mat shall be landscaped with Class 4A seeding in accordance with Section 250 of the Standard Specifications. Refer to Erosion Control Plans for Bioswale Detail.

See Special Provisions for additional information.



TYPICAL CROSS SECTION

BILL OF MATERIAL

Item	Unit	Quantity
Reinforced Soil Slope System	Sq Ft	3750

LIGHTING CONTROLLER "C1"
100A, 120/240V, SINGLE PHASE
STA 21+75

3/4" C (PVC), 2*10, #10 GND
3/4" C (PVC), 2*10, #10 GND

HH-1

22

ROADWAY

ROADWAY



WOOD POST AND RAIL FENCE

3" DIA X 3' PIPE
W/FLOAT SWITCH
(INCLUDED IN SLOPE
WALL 6 INCH)

1' X 3' TOE WALL

9 LIGHT SPACES @ 11' 5"
CENTERED ALONG THE LENGTH
OF THE SLOPE WALL

51'

54'

BACK OF EAST
ABUTMENT

STAIRS

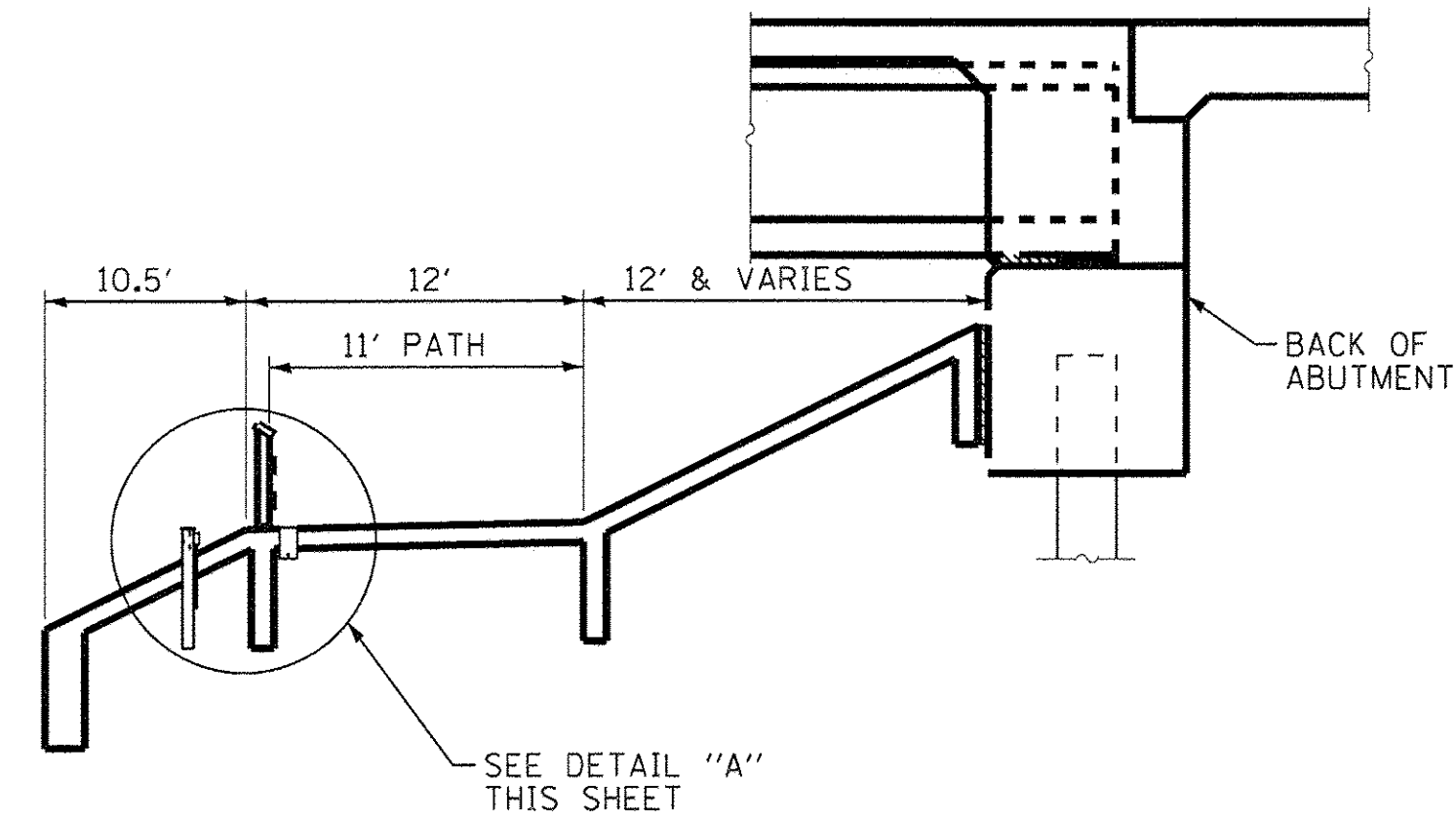
12'

12'

10.5'

500+00

1' X 3' TOE WALL

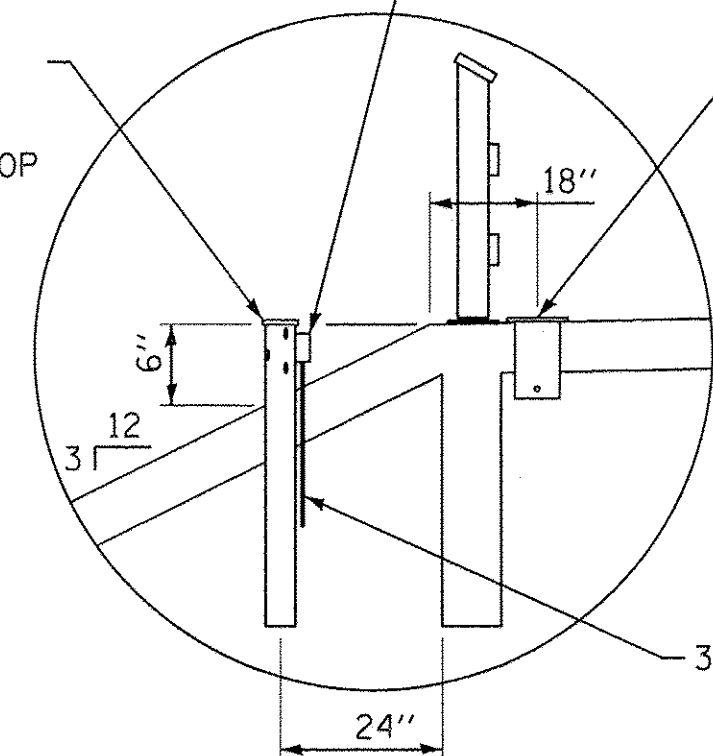


SECTION A-A

3" DIA X 3' PIPE WITH
SCREENED VENT HOLES,
OPEN/SCREENED BOTTOM,
AND FLANGED/COVERED TOP

WATER TIGHT
JB & FITTINGS

IN-GRADE, FLUSH MOUNTED,
IP68 RATED, LED UPLIGHT



DETAIL "A"

NOTES:

- SUSPEND FLOAT SWITCH FROM FLANGE PLATE ON TOP OF PIPE, 4" BELOW PIPE FLANGE.
- FLANGE PLATE SHALL BE REMOVABLE FOR FLOAT SWITCH MAINTENANCE ACCESS.

NOTES:

- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE NATIONAL ELECTRICAL CODE (N.E.C.).
- THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE.
- ALL DISTURBED AREAS WHERE RESTORATION IS NOT COVERED BY APPLICABLE SECTIONS OF THE SPECIAL PROVISIONS MUST BE RESTORED TO THE SATISFACTION OF THE CITY PUBLIC WORKS ADMINISTRATOR. THE WORK MUST BE CONSIDERED INCIDENTAL TO THE CONTRACT. SEPARATE PAYMENT WILL NOT BE MADE.
- THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE REQUIREMENTS FOR WIRE MARKERS AND SHALL TAG ALL WIRE ACCORDINGLY.
- EQUIPMENT GROUND CONDUCTORS SHALL BE SPLICED AND/OR BONDED AT EACH PIECE OF EQUIPMENT.
- CONDUIT MUST BE POSITIONED IN THE FIELD TO AVOID CONFLICT WITH TREES, BUSHES, DRAINS, UTILITIES, EQUIPMENT, AND OTHER CONDUITS.
- ALL PROPOSED WIRE TO BE STRANDED COPPER W/TYPE XHHW INSULATION RAN IN SCHEDULE 80 PVC CONDUIT UNDERGROUND AND TYPE THHN/THWN INSULATION IN ALL OTHER LOCATIONS.
- ALL ELECTRICAL CONNECTIONS, CONDUIT/WIRE ENTRY POINTS, AND JUNCTION BOXES SHALL BE WATERTIGHT TO PREVENT WATER FROM ENTERING THE SYSTEM DURING HIGH WATER LEVEL CONDITIONS.
- INSTALL LIGHTING UNITS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

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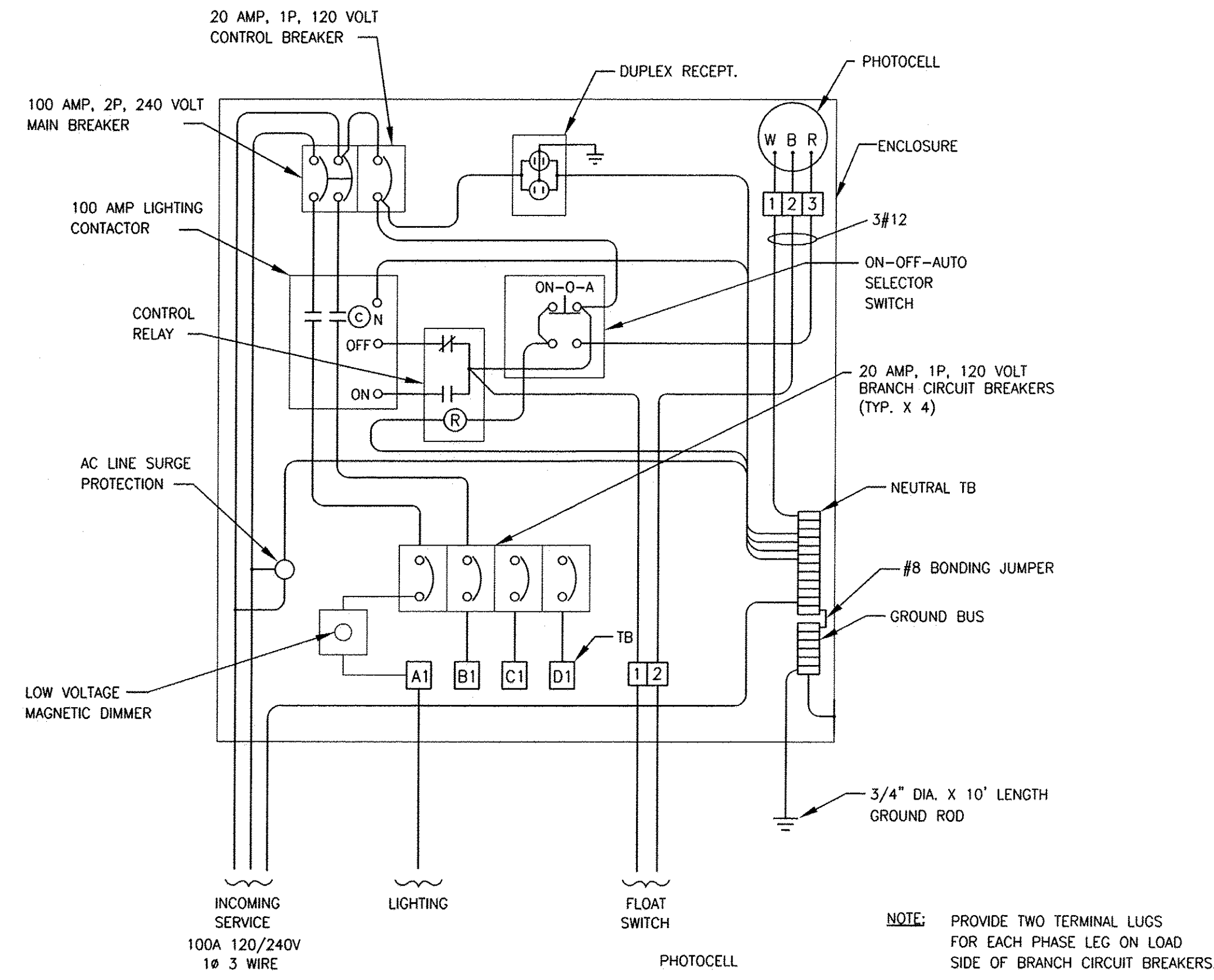
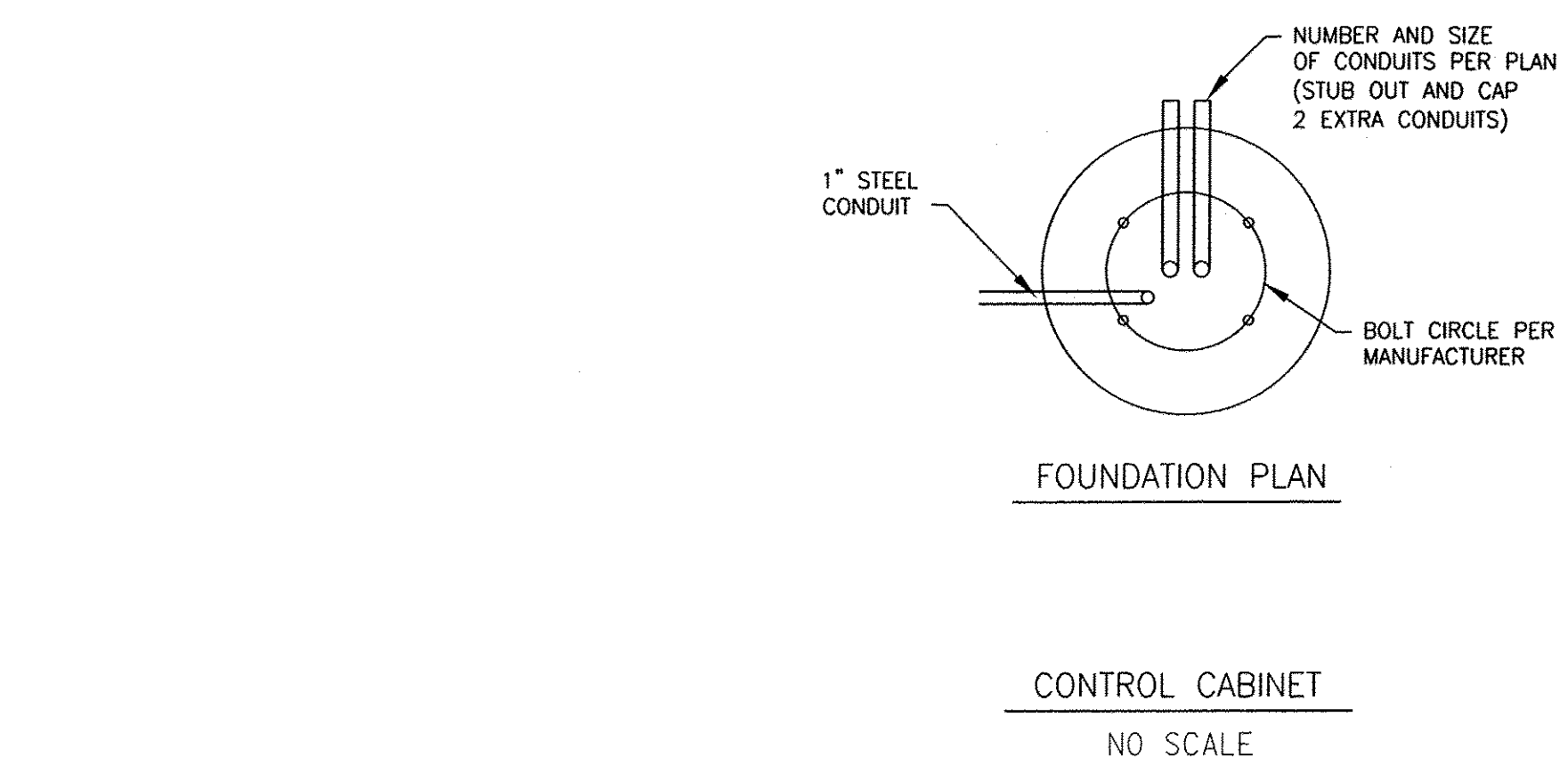
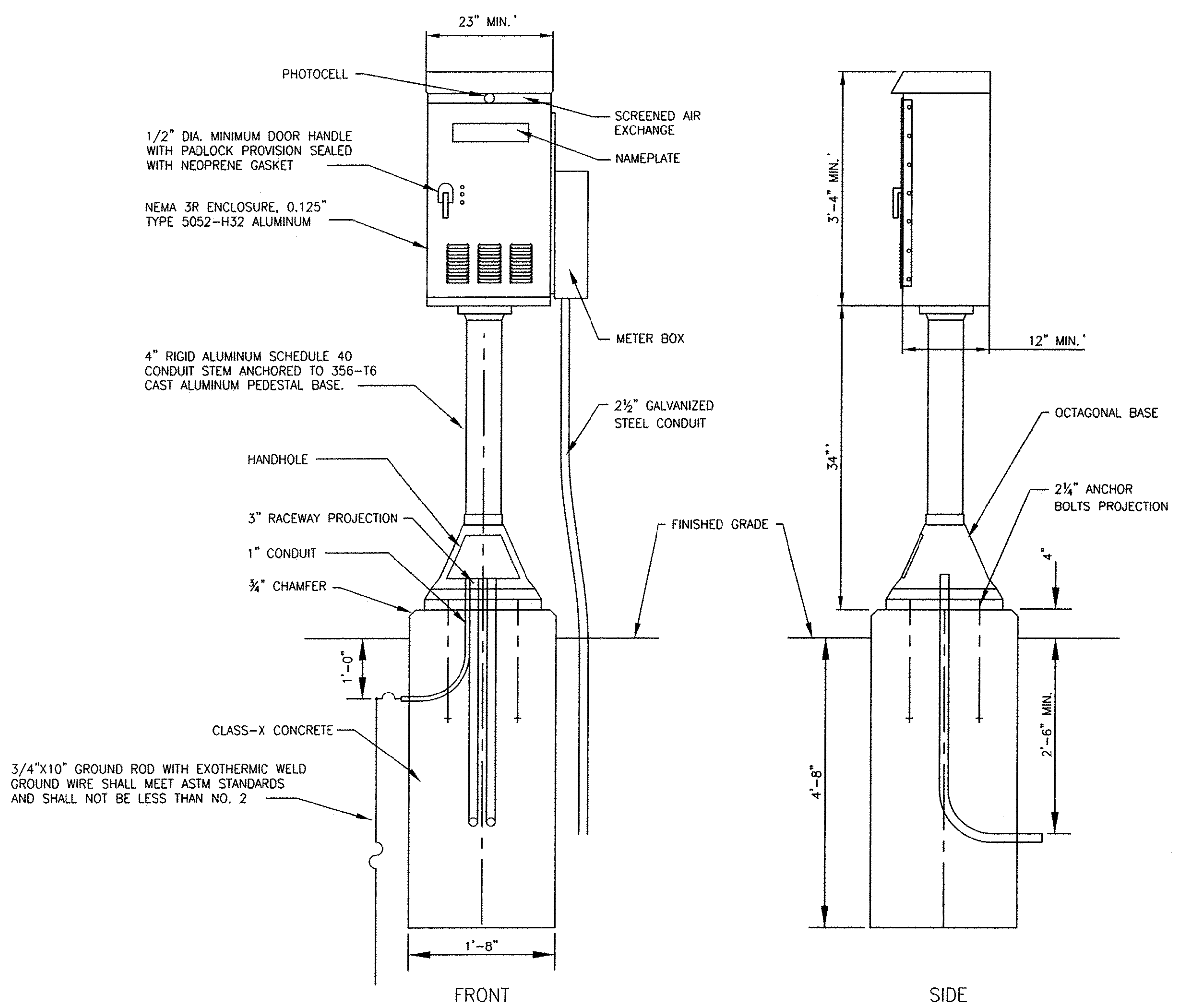
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LIGHTING PLAN

SCALE: 1" = 10'

STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	53
CONTRACT NO. 61D15				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BRM-900318941				



- NOTES:
- CABINET SHALL BE FABRICATED FROM 0.125-INCH SHEET ALUMINUM #3003H14, FORMED AND ARC WELDED ASSEMBLY WITH NEMA 3R RATING.
 - ALL SCREWS AND HARDWARE SHALL BE PLATED, GALVANIZED, OR MADE OF BRASS, ALUMINUM OR STAINLESS STEEL.
 - NAME PLATE SHALL HAVE ENGRAVED 0.75-INCH HIGH LETTERS FILLED IN BLACK: "VILLAGE OF SOUTH ELGIN".
 - CONNECTION OF SURGE ARRESTOR TO LINE SIDE OF MAIN CIRCUIT SHALL NOT BE "DOUBLE LUGGED".
 - ELECTRIC UTILITY METER BOX SHALL BE MOUNTED ON THE SIDE OF CONTROL CABINET.
 - THE COMPLETED CONTROLLER SHALL BE U.L. LISTED AS AN INDUSTRIAL CONTROL PANEL UNDER UL508, AND SHOULD BE SERVICE ENTRANCE RATED.
 - METAL MOUNTING PANEL SHALL BE #10 GAUGE GALVANIZED SHEET STEEL FLANGED BACK 0.75-INCHES I.D. ON 4 SIDES.
 - CIRCUIT BREAKERS AND CONTACTORS AND OTHER COMPONENTS SHALL BE MOUNTED ON 0.125-INCH THICK GLASTIC INSULATION BACK PANEL.
 - ALL DEVICES SHALL BE FRONT REMOVABLE.
 - BUS BAR SHALL HAVE 12 LUG TERMINALS SIZED TO ACCOMMODATE REQUIRED WIRE SIZES. NEUTRAL BUS SHALL BE PAINTED WHITE. GROUND BUS SHALL BE PAINTED GREEN.
 - ALL LUGS SHALL BE COPPER SCREWS AND CONNECTORS, SPRING HELD.
 - ALL WIRING TERMINATIONS SHALL BE RATED NOT LESS THAN 75 DEGREE CENTIGRADE.
 - ALL CONTROL WIRING SHALL BE 600V MACHINE TOOL WIRE TYPE MTW.
 - ALL POWER WIRING SHALL BE 600V TYPE RHH/RHW.
 - A LAMINATED COPY OF THE CIRCUIT SCHEMATIC DIAGRAM SHALL BE ATTACHED TO THE INSIDE OF THE CONTROLLER.
 - ALL 120 VOLT SYSTEM AND ALL CONTROL WIRING SHALL BE #12 AWG STRANDED UNLESS OTHERWISE INDICATED.
 - ALL WIRING SHALL BE IDENTIFIED BY MANUFACTURER COLOR CODED INSULATION, NEATLY DRESSED AND SUPPORTED.
 - INCLUDE SAFETY LABELS ON MAIN BREAKER, "WARNING-THIS DISCONNECT DOES NOT REMOVE ALL POWER FROM THIS PANEL".
 - LABOR AND MATERIALS FOR CONTROLLER FOUNDATION ARE INCIDENTAL TO THE COST OF THE CONTROLLER.
 - END USER TO SELECT FINISH COLOR FROM COLOR CHART PROVIDED BY CONTRACTOR IN CONTROLLER SUBMITTAL.
 - CONSTRUCT 36" X 36" X 4" (MIN. SIZE) CONCRETE PAD IN FRONT OF CONTROLLER. LABOR AND MATERIALS ARE INCIDENTAL TO THE COST OF THE CONTROLLER.
 - COORDINATE LOW VOLTAGE MAGNETIC DIMMER WITH IN-GRADE LIGHTING UNITS BEING SUPPLIED.

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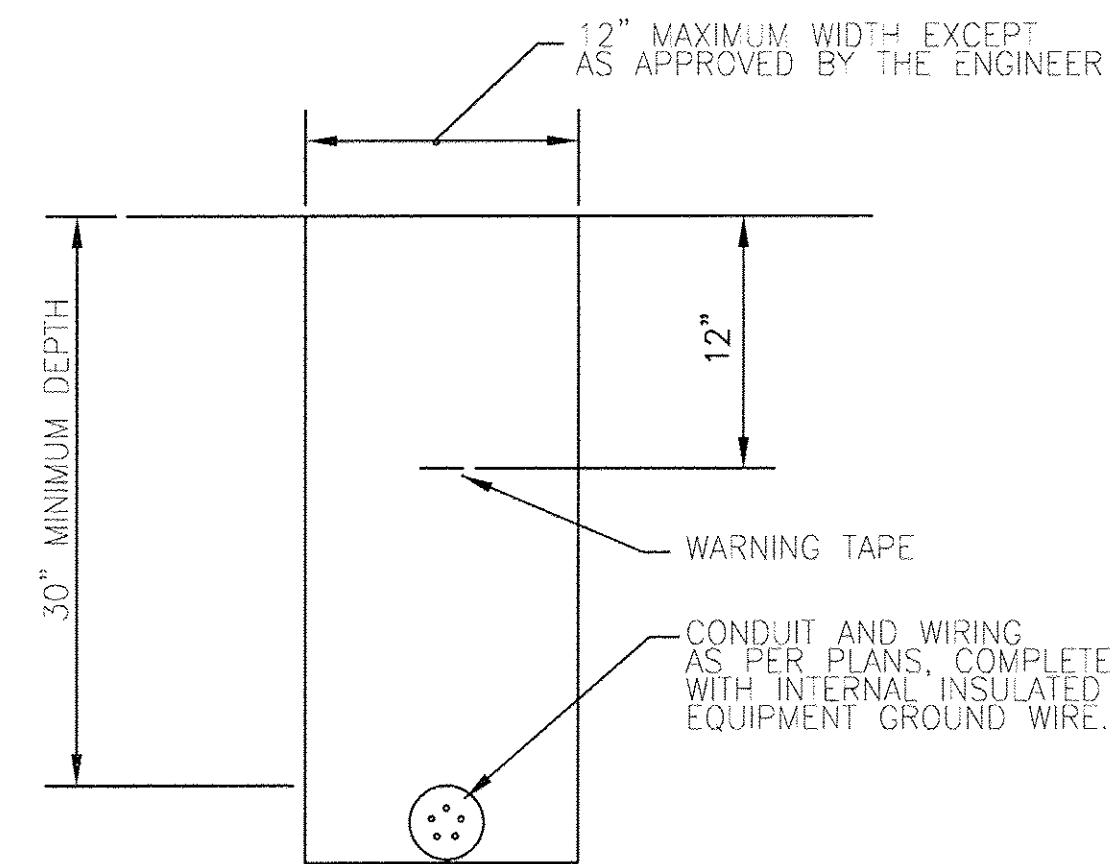
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DEPARTMENT OF TRANSPORTATION**

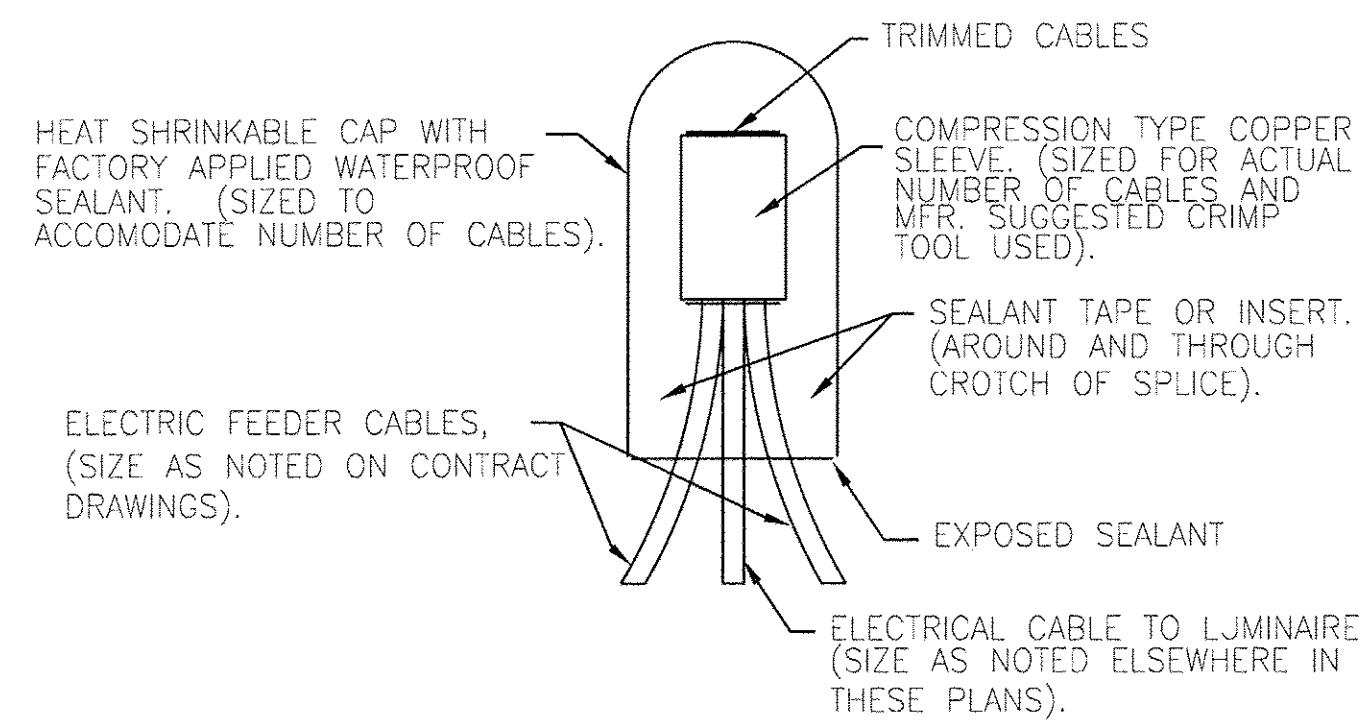
**LIGHTING DETAILS
AND LIGHTING CONTROLLER**

SCALE: NONE STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	54
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BRM-9003(894)			CONTRACT NO. 61D15	

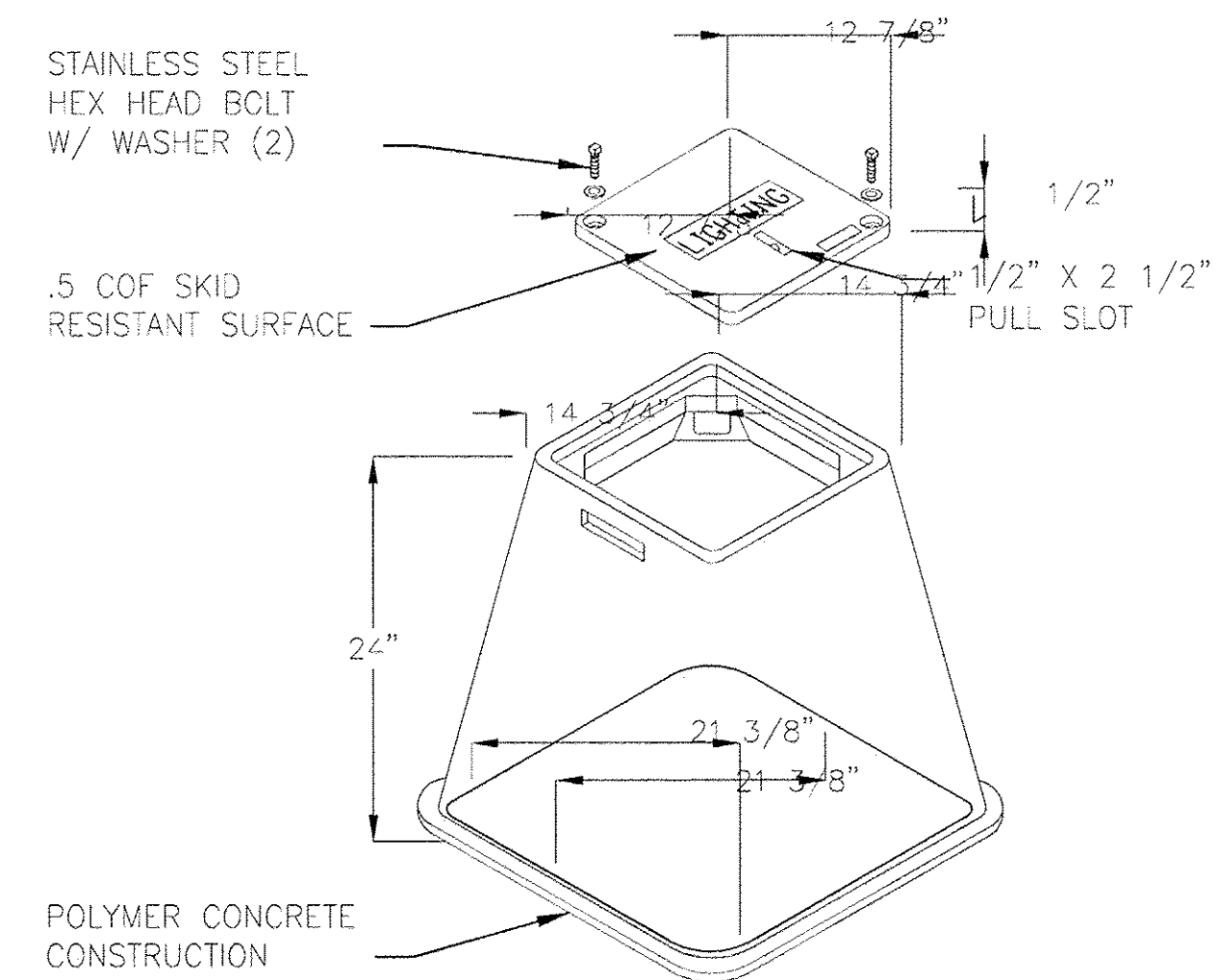


TYPICAL WIRING IN TRENCH DETAIL
NO SCALE

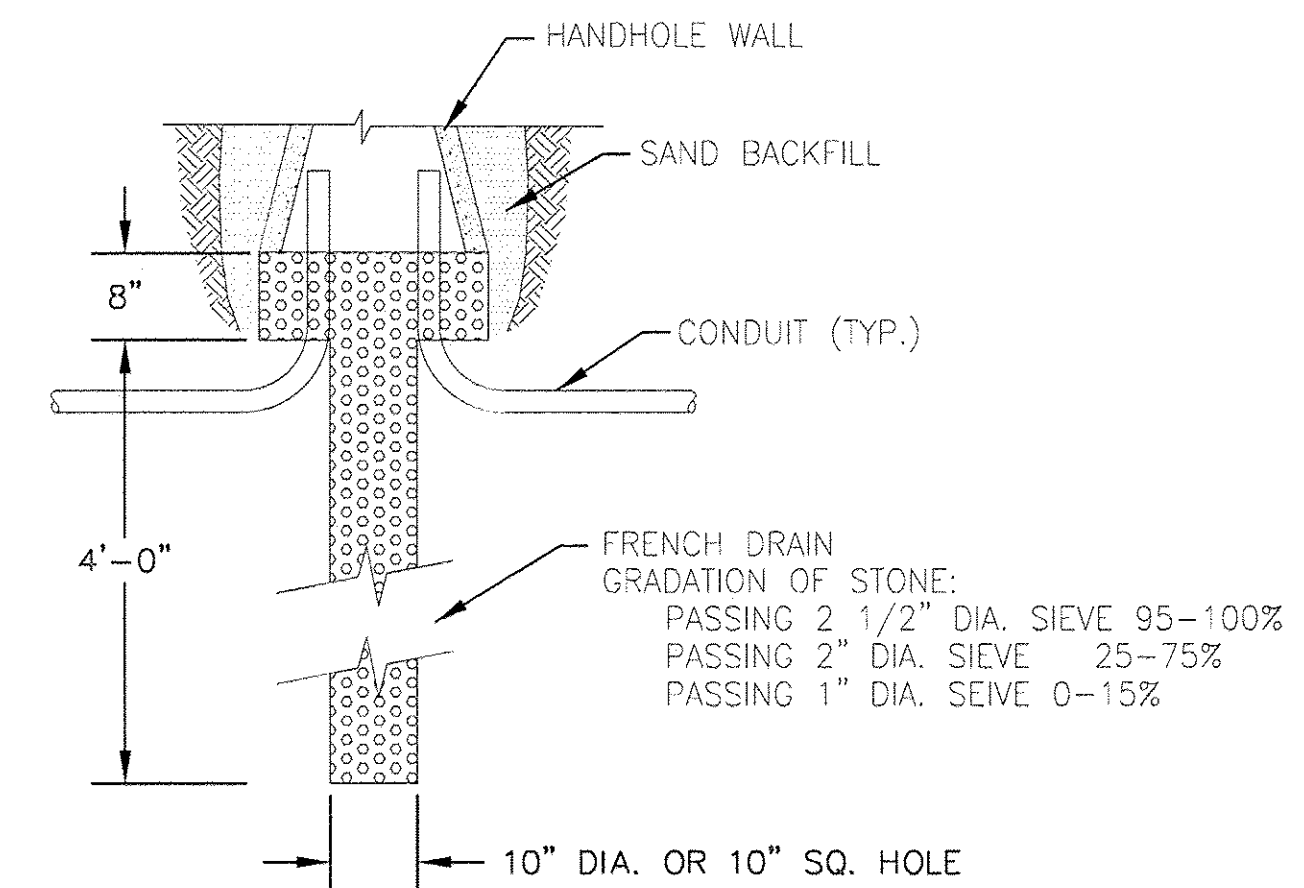


SPlicing ELECTRICAL Cables
BASIC MATERIALS AND METHODS

NO SCALE
NOTE:
NUMBER OF CABLES IN
SPLICE MAY VARY



LIGHTING HANDHOLE DETAIL
NO SCALE



LIGHTING SCHEDULE OF QUANTITIES		
DESCRIPTION	UNIT	QUANTITY
ELECTRIC SERVICE INSTALLATION	EACH	1
ELECTRIC UTILITY SERVICE CONNECTION	LSUM	1
UNDERGROUND CONDUIT, PVC, 3/4" DIA.	FOOT	475
HANDHOLE, CC	EACH	1
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 10	FOOT	1475
LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240VOLT, 100AMP	EACH	1
IN GRADE FIXTURE FOR UPLIGHTING	EACH	10
JUNCTION BOX (SPECIAL)	EACH	1

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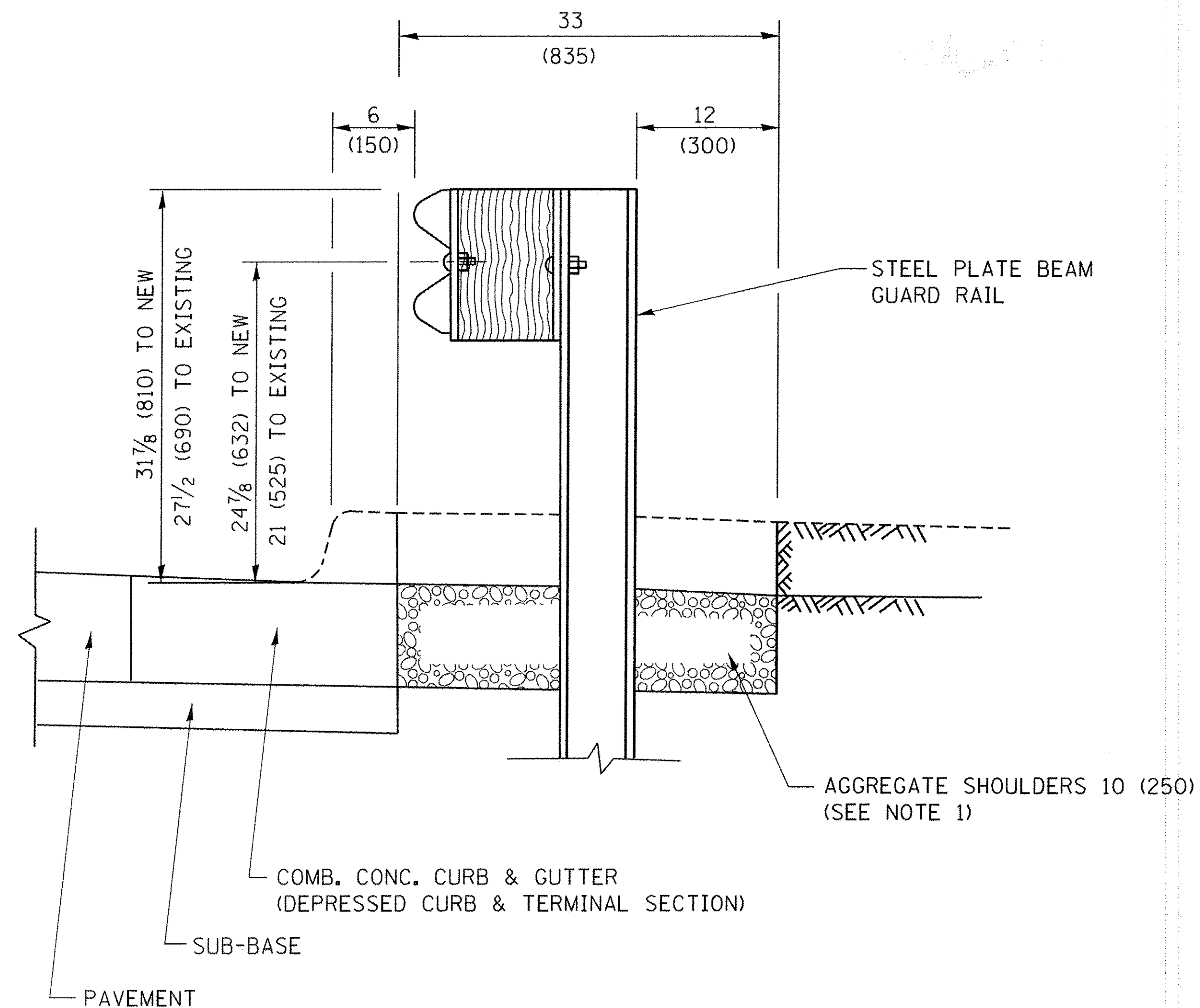
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DEPARTMENT OF TRANSPORTATION

LIGHTING DETAILS AND
SCHEDULE OF QUANTITIES

SCALE: NONE

STA. TO STA.

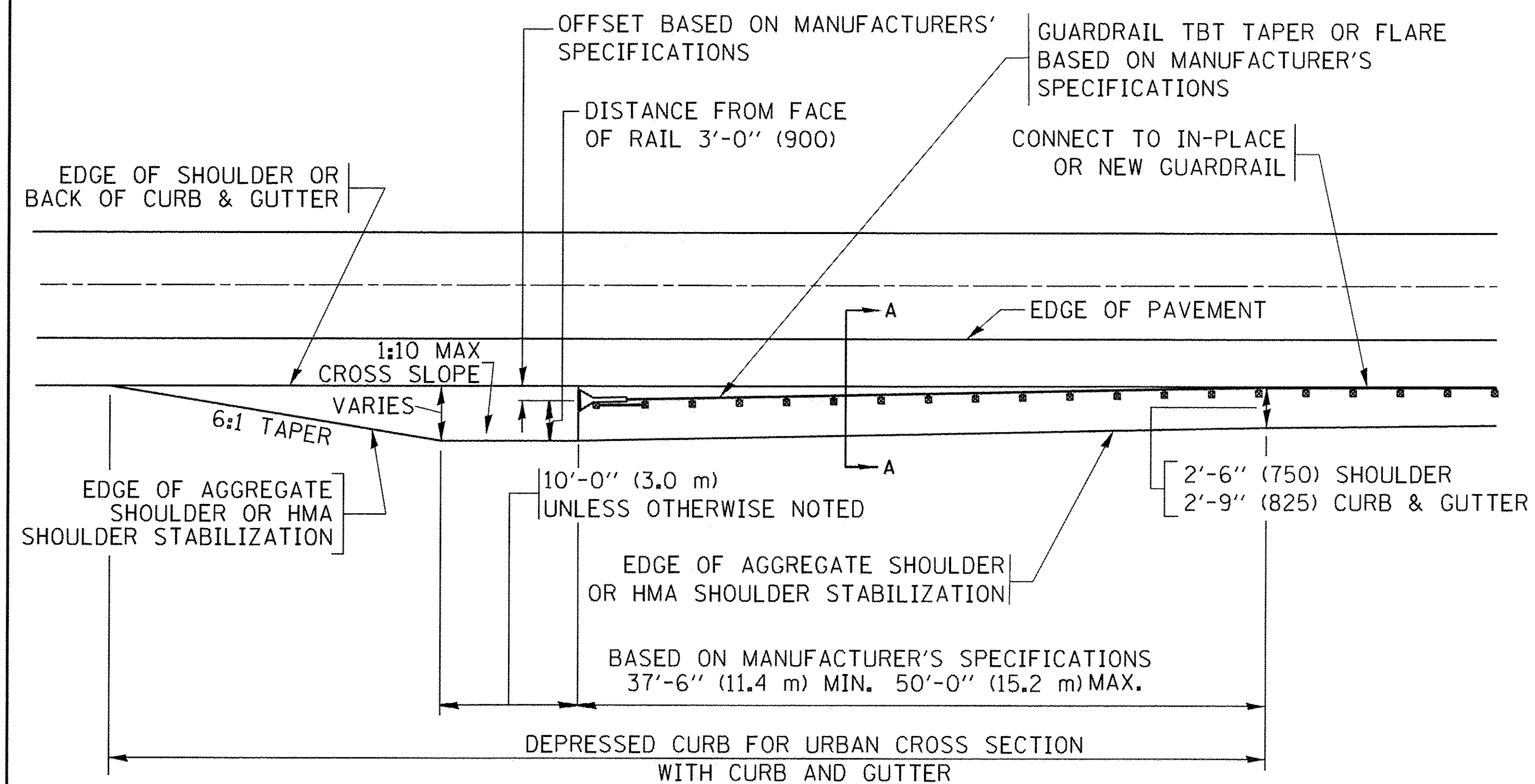
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	55
CONTRACT NO. 61D15				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BRM-9003(894)				



SECTION A-A

- NOTES:
1. THE AGGREGATE SHOULDER, 10 (250) OR HMA SHOULDER, 6 (150) (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
 2. "EXISTING" GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
 3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION HEIGHT TO BE PLACED MUST MATCH THE HEIGHT OF THE IN-PLACE GUARDRAIL.

**DETAILS FOR STEEL PLATE BEAM
GUARD RAIL ADJACENT TO CURB AND GUTTER**
[FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]



**DEPRESSED CURB AND GUTTER AND
SHOULDER TREATMENT AT TBT TY. 1 SPL.**

AGGREGATE SHOULDER, 10 (250) WILL BE PAID ACCORDING TO SECTION 481.

HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE PAID ACCORDING TO SECTION 482.

COMB. CONC. C&G, STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

TBT = TRAFFIC BARRIER TERMINAL
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN.

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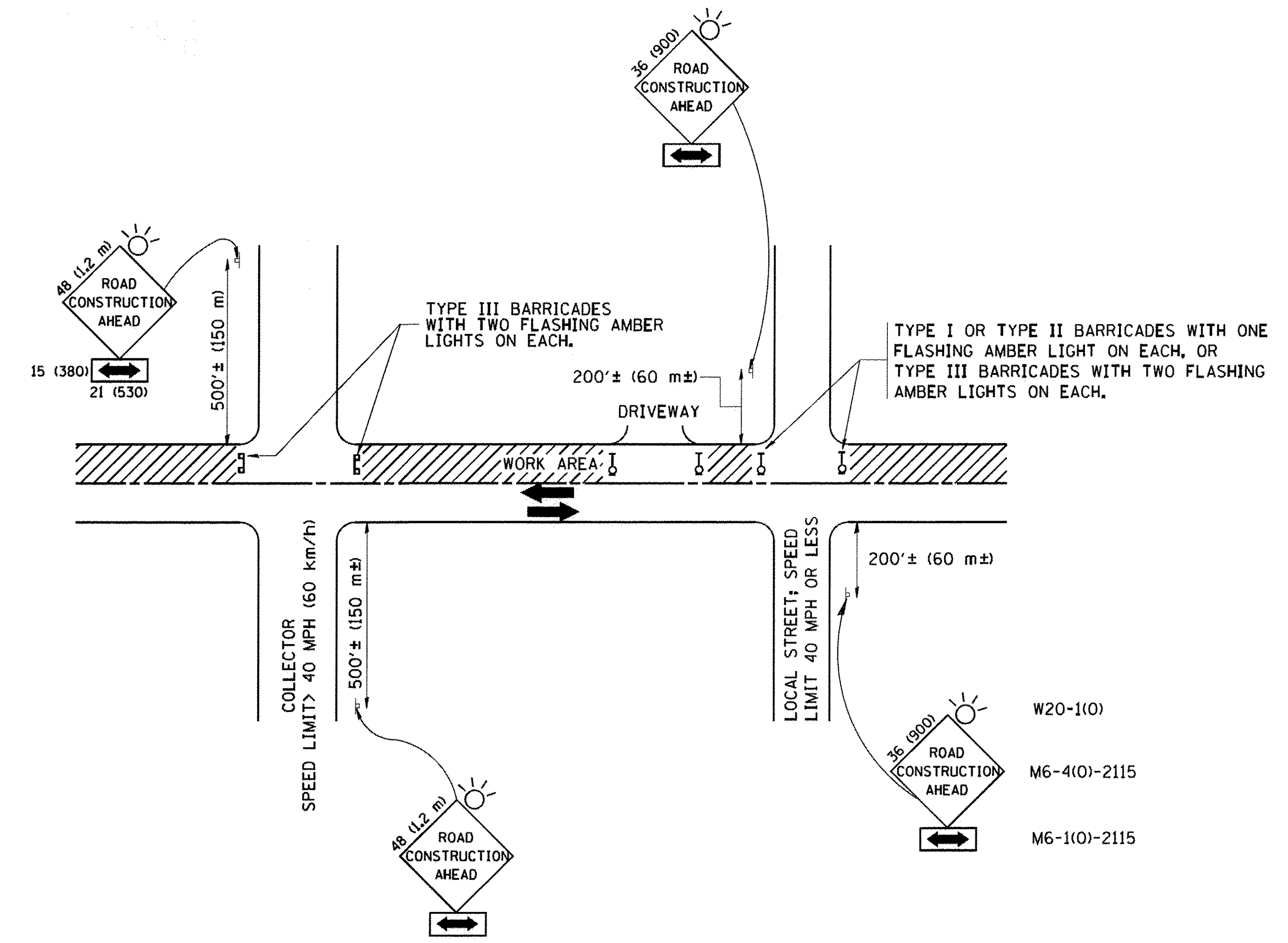
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PLOT SCALE = 50,0000 / 1" =	CHECKED -	DATE - 09-22-90	REVISED - R. BORO 08-06-2012
Default	PLOT DATE = 12/21/2015	DATE -	REVISED - R. BORO 05-08-2015

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR DEPRESSED CURB & GUTTER AND
SHOULDER TREATMENT AT TBT TY. 1 SPL.**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	58
BD600-10 (BD 34)			CONTRACT NO. 61D15	
ILLINOIS FED. AID PROJ. EC BRM-9003(894)				

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.



TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
 - 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 - 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

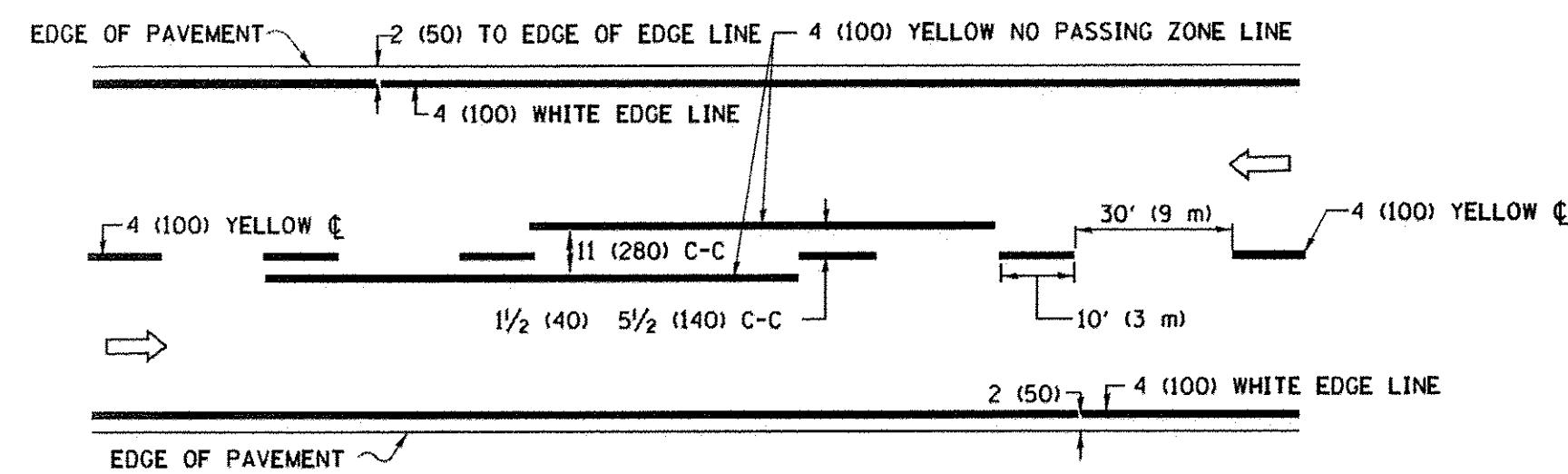
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

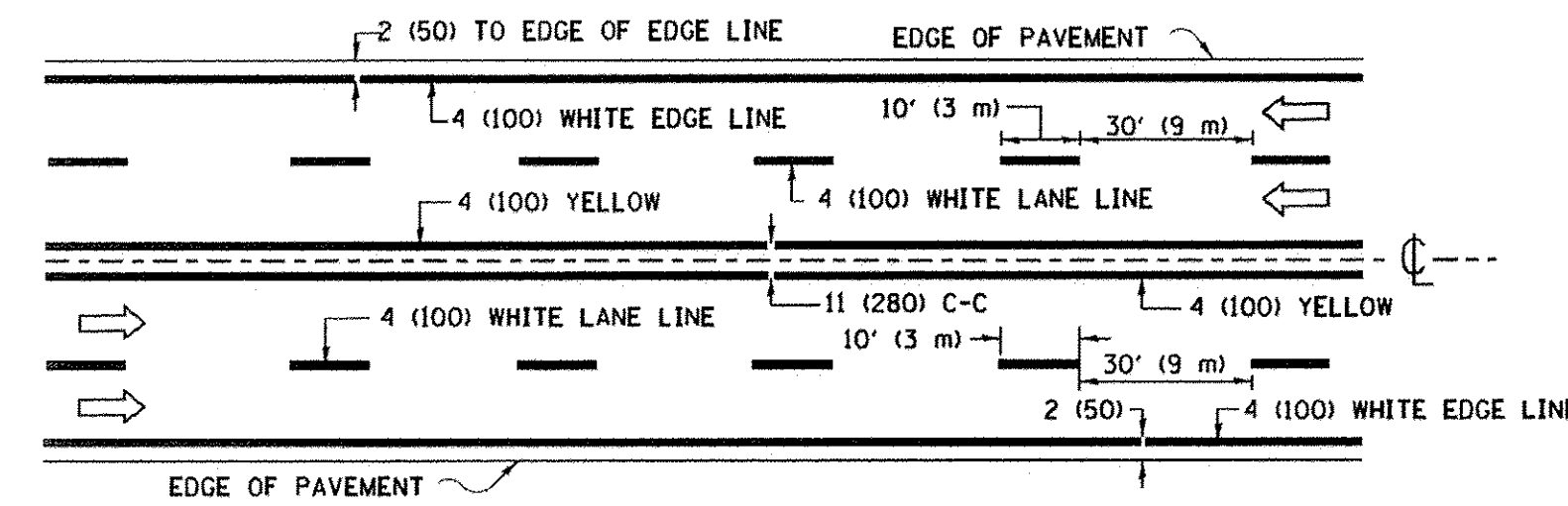
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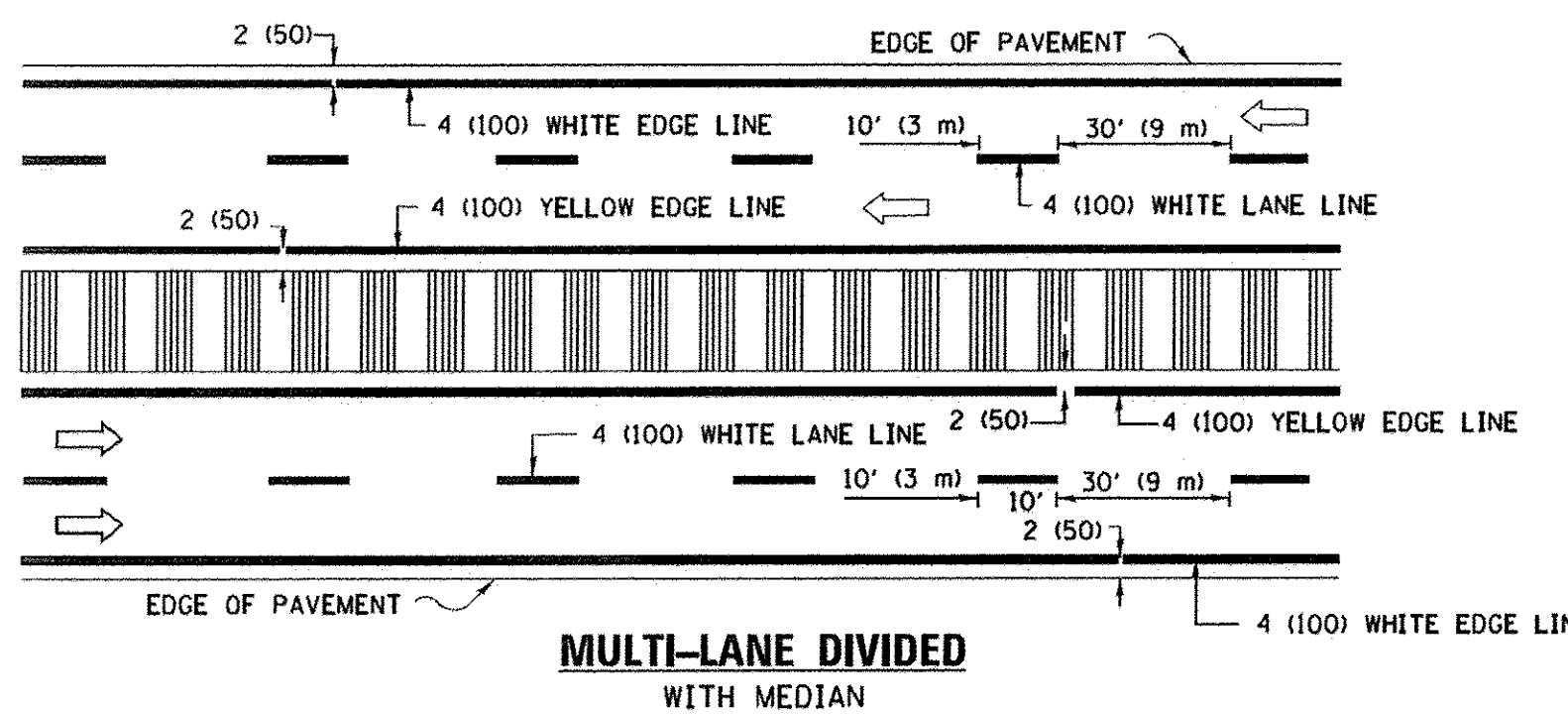
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PLOT SCALE = 50.000' / 1" IN.	CHECKED -	REVISED - A. HOUSEH 03-06-96	REVISED - A. HOUSEH 10-15-96		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-10		
PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00						CONTRACT NO. 61D15			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BRM-9003(894)											



2-LANE ROADWAY

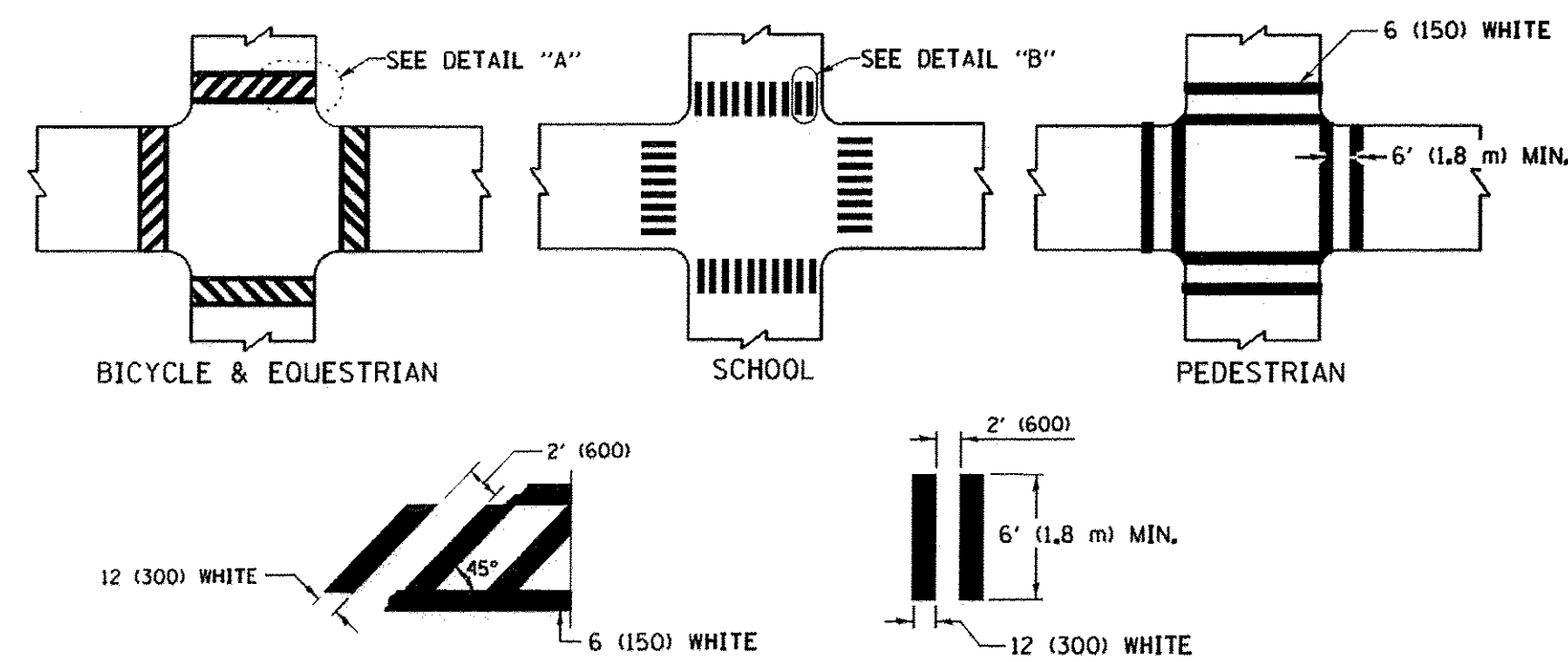


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

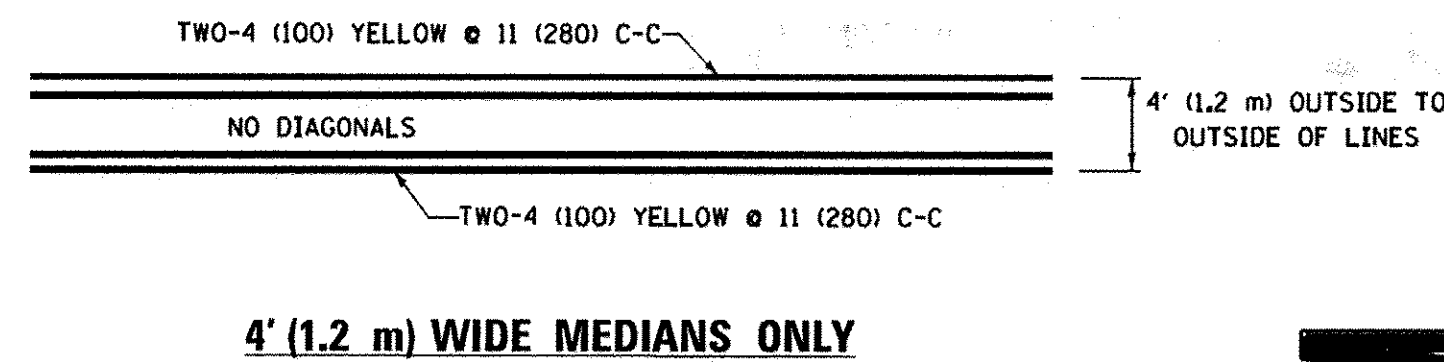


DETAIL "A"

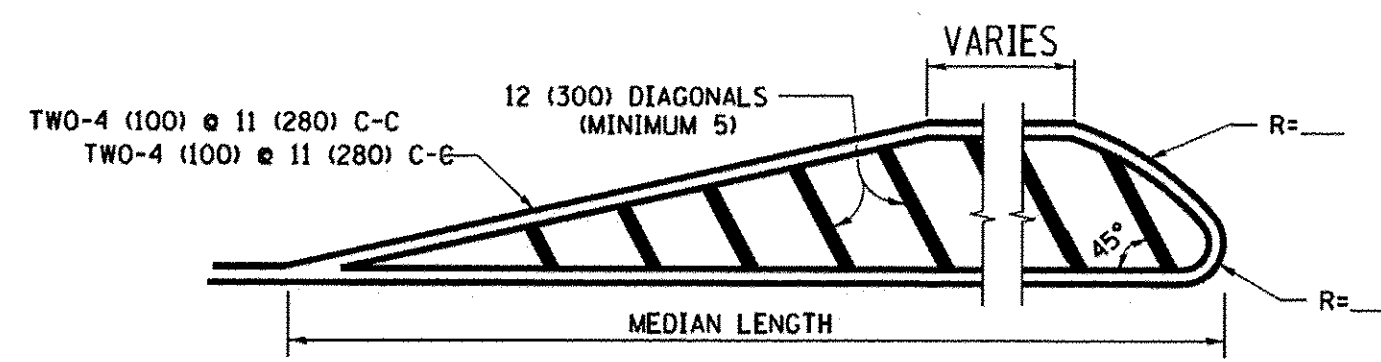
DETAIL "B"

TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES

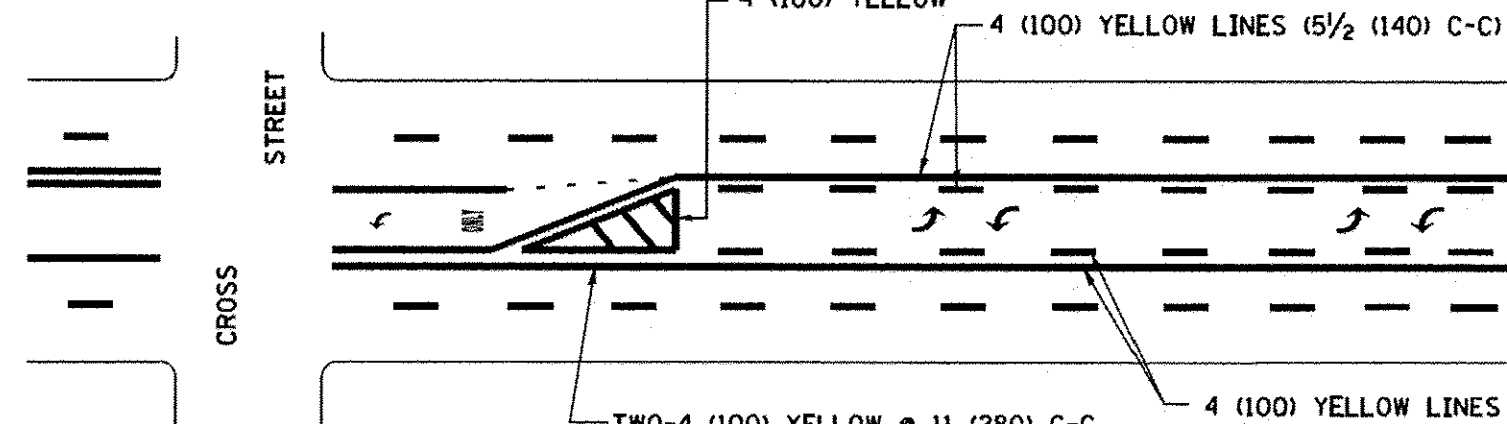


4' (1.2 m) WIDE MEDIANS ONLY



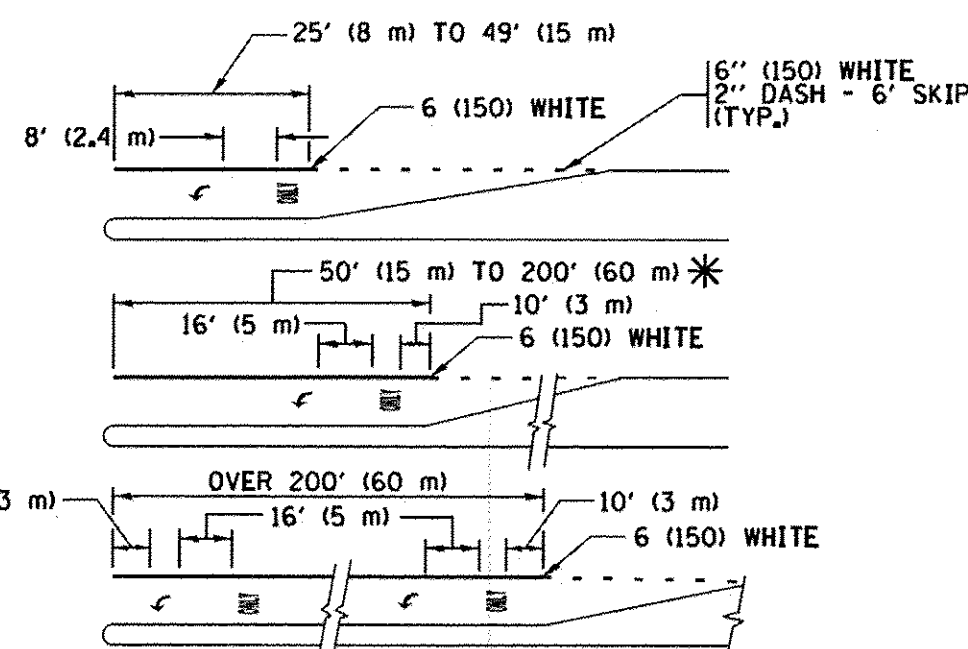
MEDIANS OVER 4' (1.2 m) WIDE

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))



MEDIAN WITH TWO-WAY LEFT TURN LANE

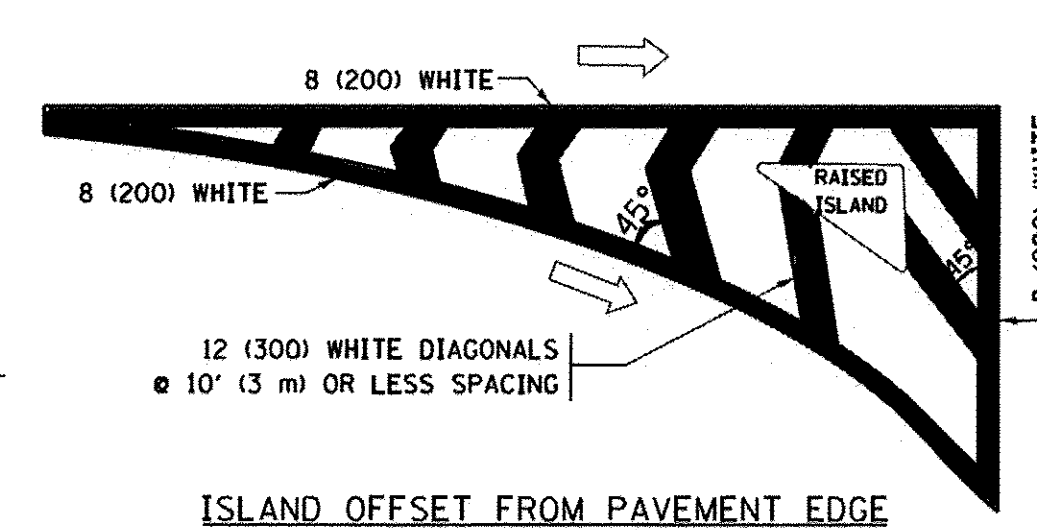
TYPICAL PAINTED MEDIAN MARKING



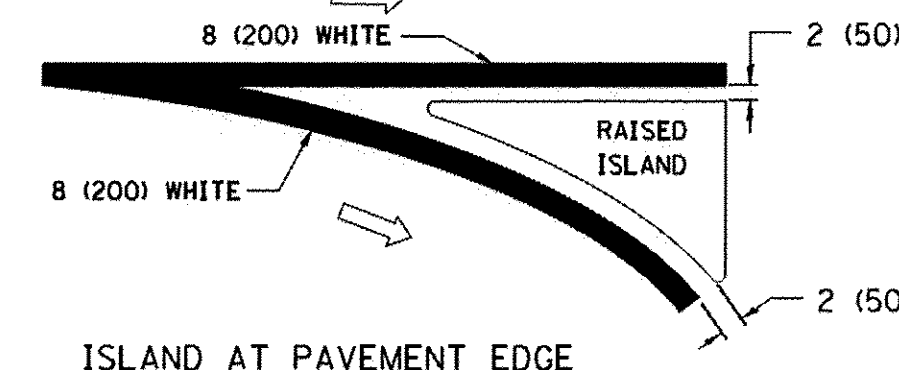
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

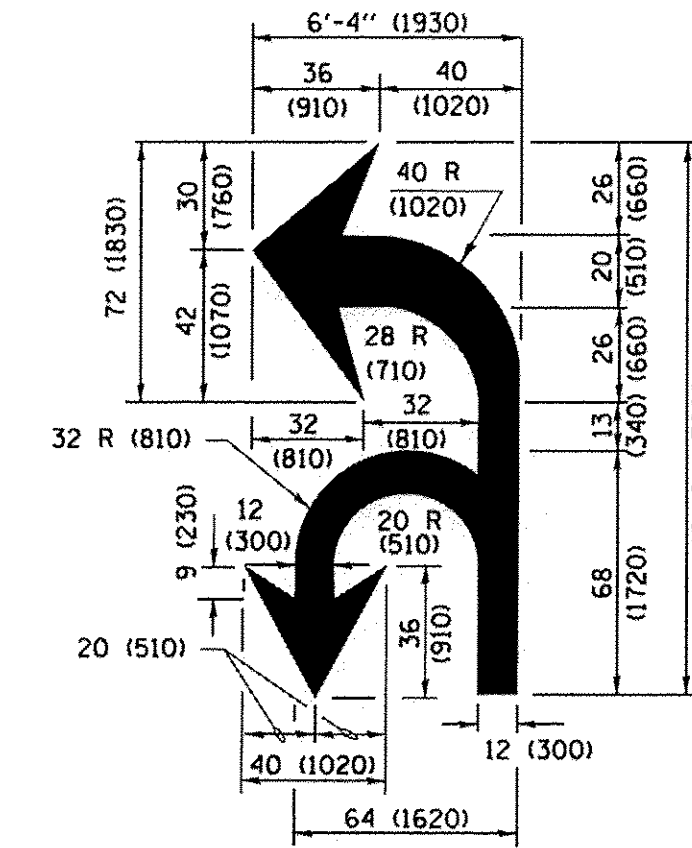


ISLAND OFFSET FROM PAVEMENT EDGE

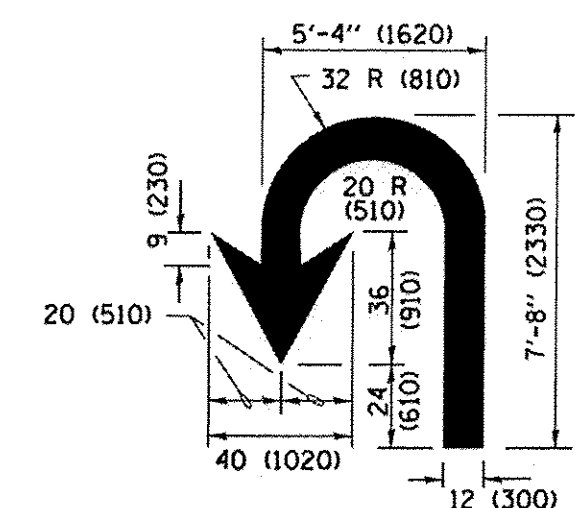


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

All dimensions are in inches (millimeters) unless otherwise shown.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE DETAILS - TC-13

FILE NAME =	USER NAME = footemj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
PROJECT =	PROJECT =	CHECKED -	REVISED - C. JUCIUS 07-01-13
PLOT SCALE = 50.000 / 1"	DATE = 03-19-90	DATE = 03-19-90	REVISED - C. JUCIUS 12-21-15
PLOT DATE = 4/13/2016	DATE = 03-19-90	DATE = 03-19-90	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	60
TC-13			CONTRACT NO. 61015	
ILLINOIS FED. AID PROJ. ETRM-9003(894)				

ROUTE MARKERS

FOR U.S. ROUTES
M1-40-2424

FOR ILLINOIS ROUTES
M1-50-2424

R.R. UNMARKED ROUTES
SPECIAL 24" x 18" VARIABLE
4" BLACK LETTERS ON WHITE
REFLECTIVE BACKGROUND

ARROWS SIGNS

M5-1L-2115

M5-1R-2115

M6-1-2115

M6-1-2115

M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

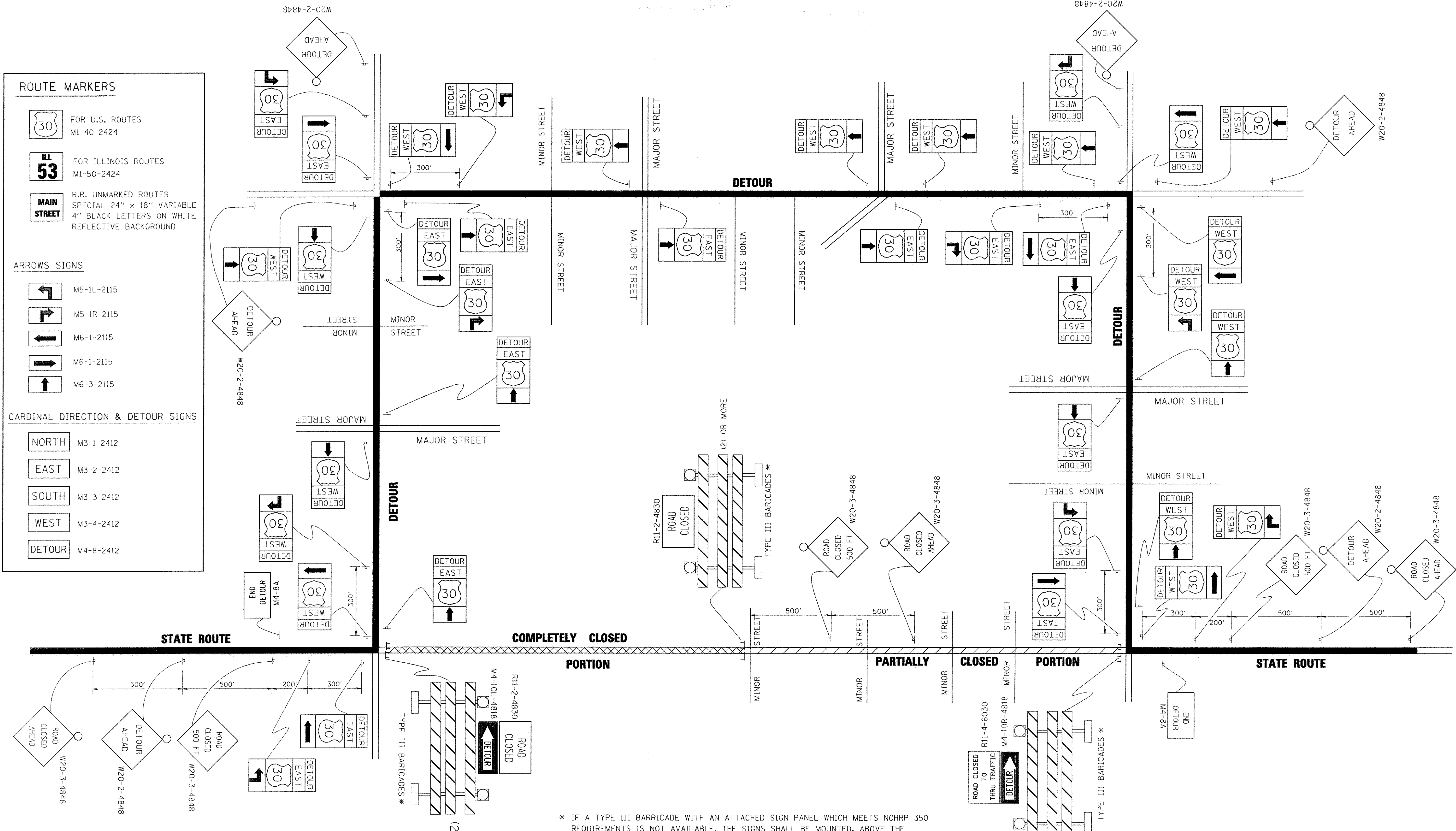
NORTH M3-1-2412

EAST M3-2-2412

SOUTH M3-3-2412

WEST M3-4-2412

DETOUR M4-8-2412



* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.

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 PLOT DATE: 9/14/2009
 DATE: 10/18/02
 REVISION: R. BORO 09-14-09
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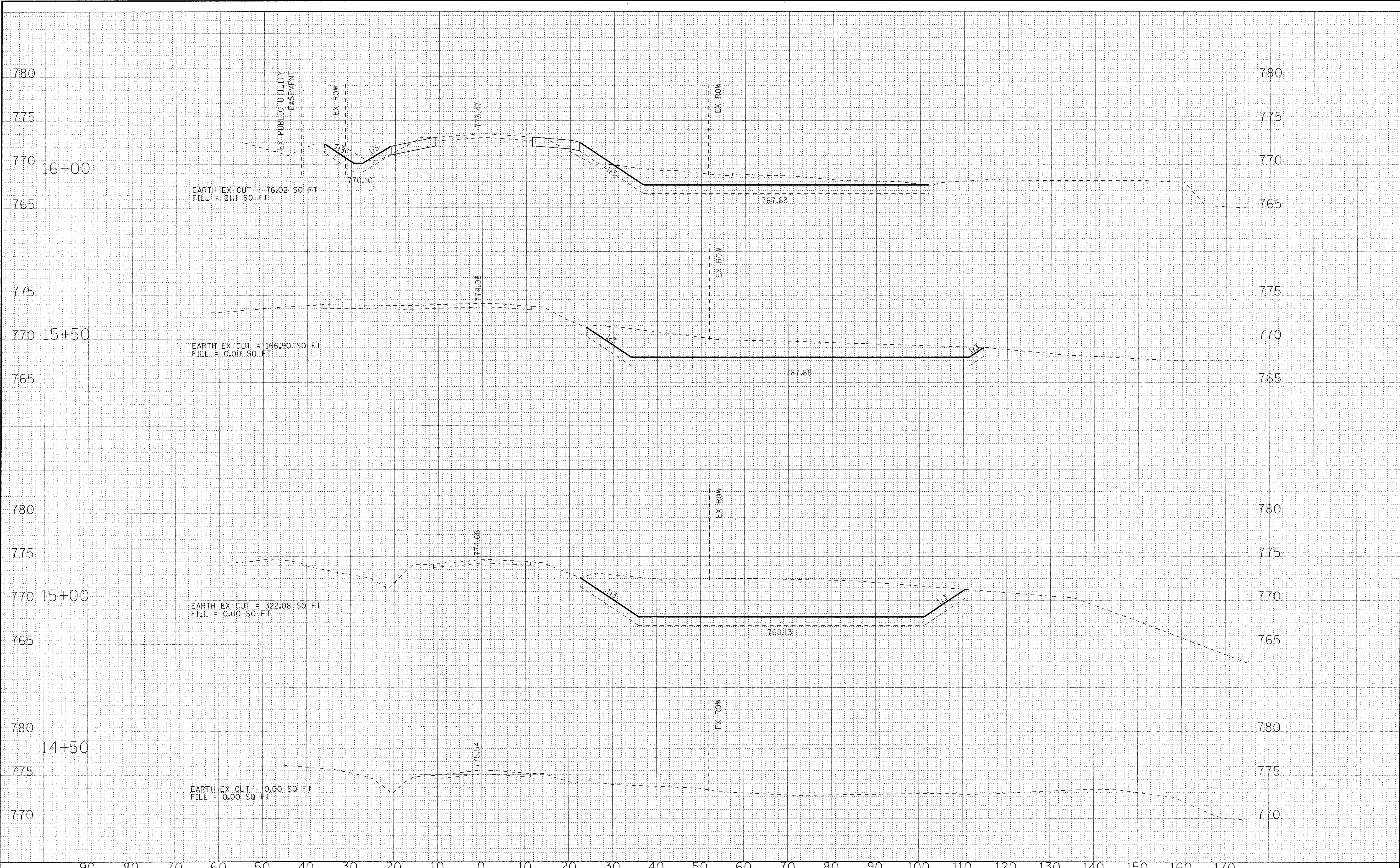
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PLOT DATE = 9/14/2009		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETOUR SIGNING FOR CLOSING STATE HIGHWAYS	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

F.A. RTE. 537	SECTION 11-00038-00-BR	COUNTY KANE	TOTAL SHEETS 73	SHEET NO. 61
TC-21			CONTRACT NO. 61015	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJ. ECRM-9003(894)				

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 BAXTER & WOODMAN
 CONSULTING ENGINEERS



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DRAWN -	KAR	REVISED -	
CHECKED -	DJS	REVISED -	
DATE -	4-22-16	REVISED -	

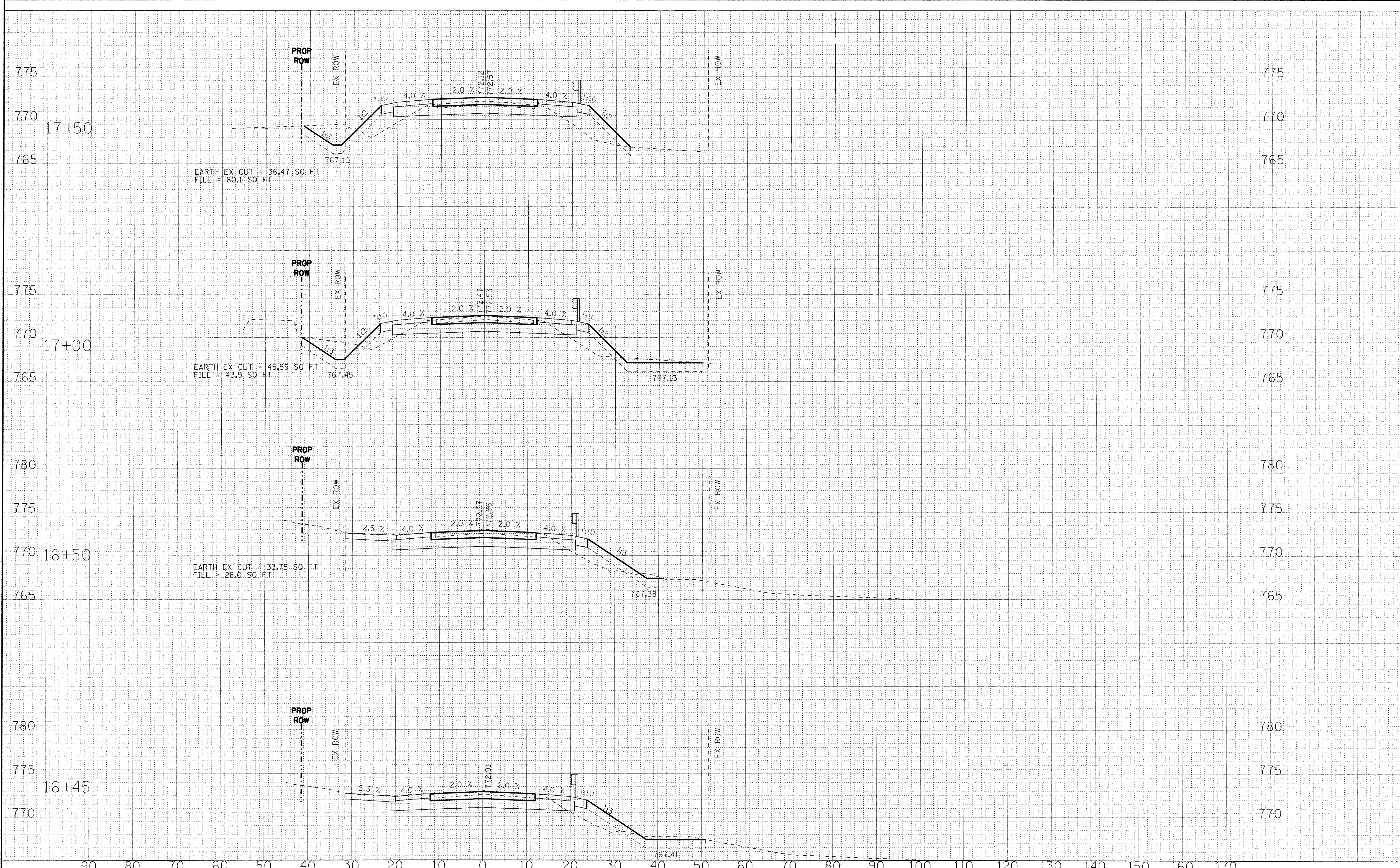
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTION
McDONALD ROAD

SCALE: H: 1"=10' V: 1"=5' STA. 14+50 TO STA. 16+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	63
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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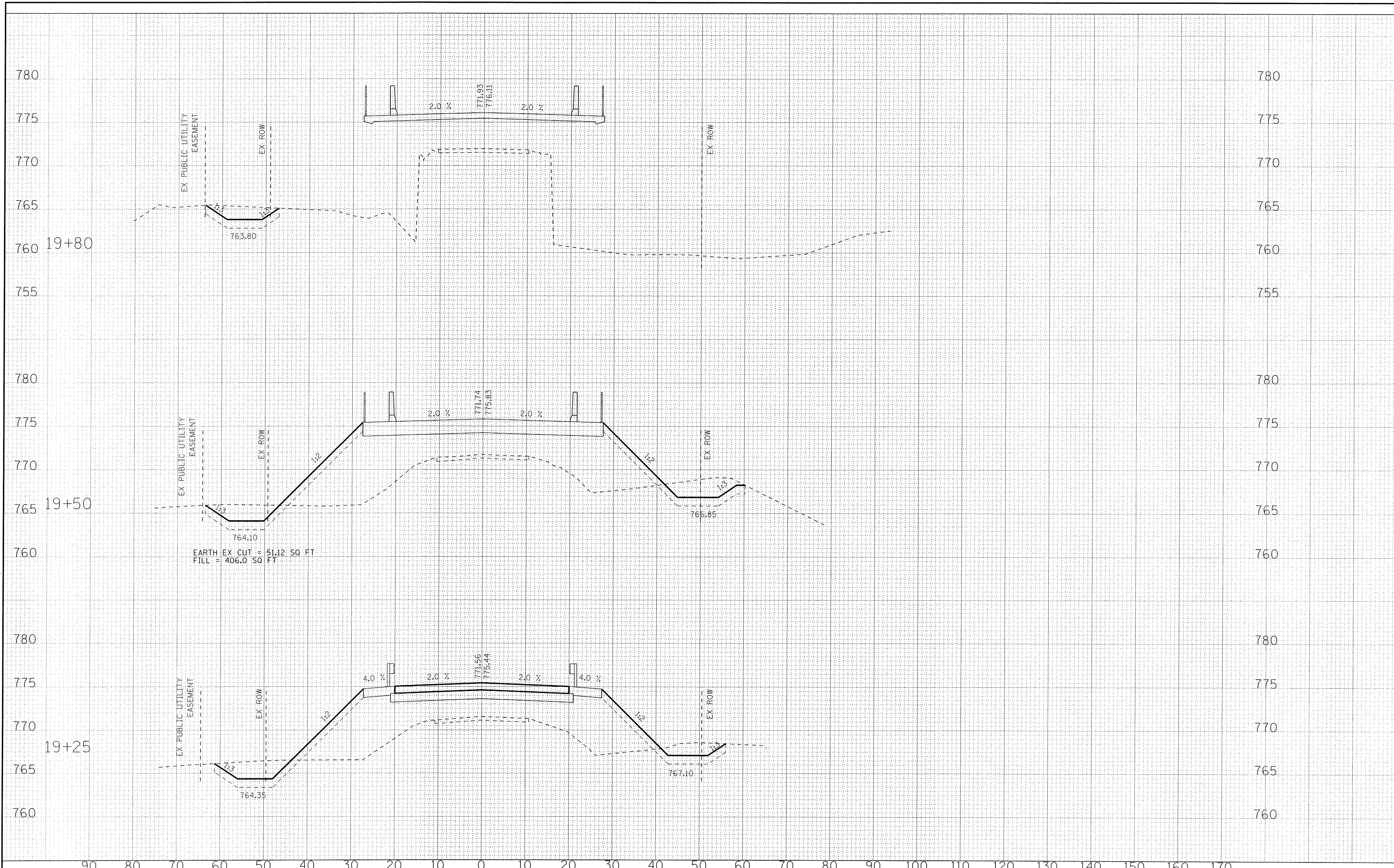
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DATE	4-22-16	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTION
McDONALD ROAD

SCALE: H: 1"=10' V: 1"=5' STA. 16+45 TO STA. 17+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	64
CONTRACT NO.				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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BAXTER & WOODMAN
Consulting Engineers

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DATE	4-22-16	REVISED	

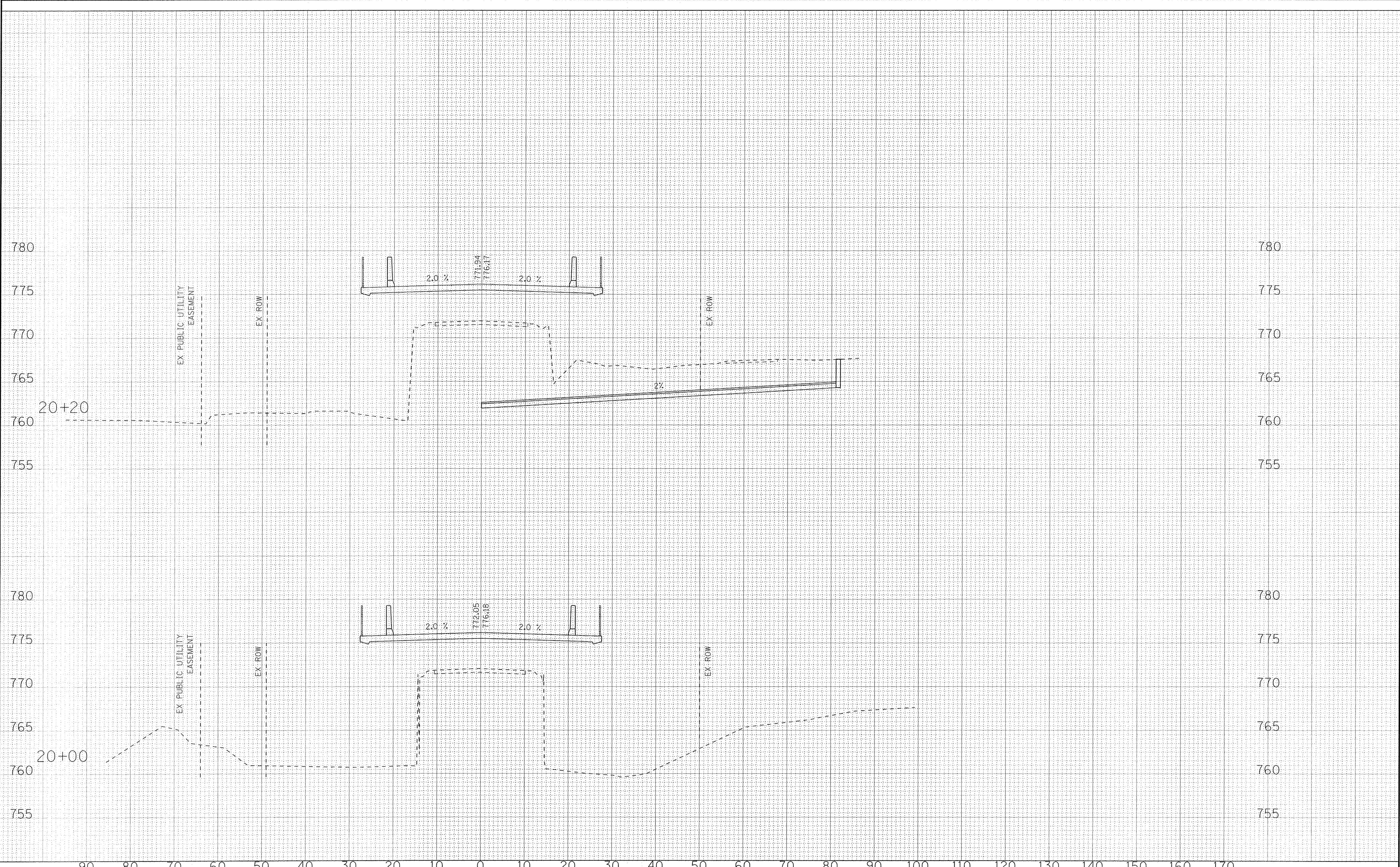
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**CROSS SECTION
McDONALD ROAD**

SCALE: H: 1"=10' V: 1"=5'
STA. 19+25 TO STA. 19+80

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	66
CONTRACT NO.				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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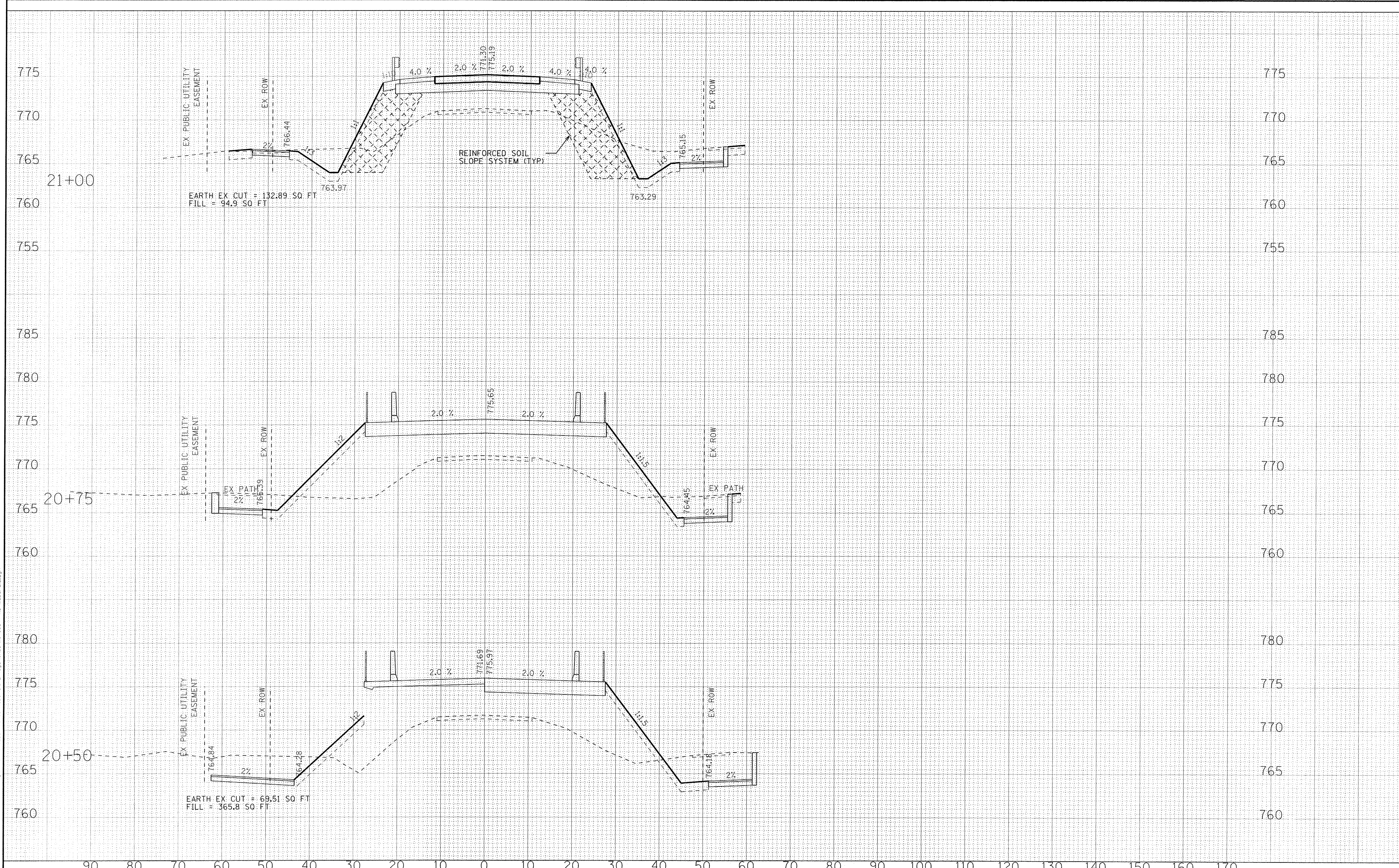
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTION
McDONALD ROAD

SCALE: H: 1"=10' V: 1"=5' STA. 20+00 TO STA. 20+20

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	67
CONTRACT NO.				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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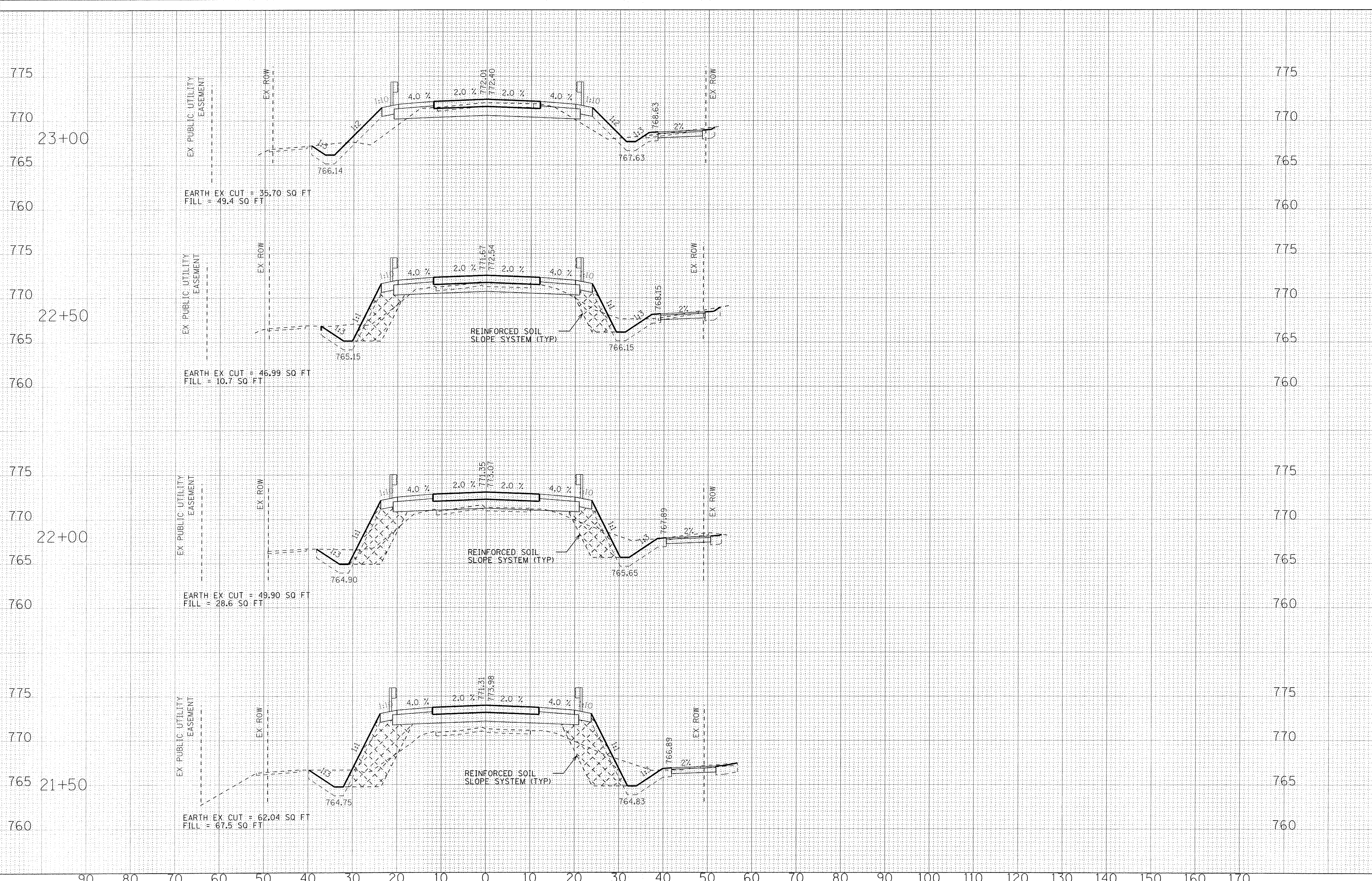
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DRAWN	KAR	REVISED	-
CHECKED	DJS	REVISED	-
DATE	4-22-16	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**CROSS SECTION
McDONALD ROAD**

SCALE: H: 1"=10' V: 1"=5'
STA. 20+50 TO STA. 21+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	68
CONTRACT NO.				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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DATE	4-22-16	REVISED	-

DESIGNED	AMW	REVISED	-
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DATE	4-22-16	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

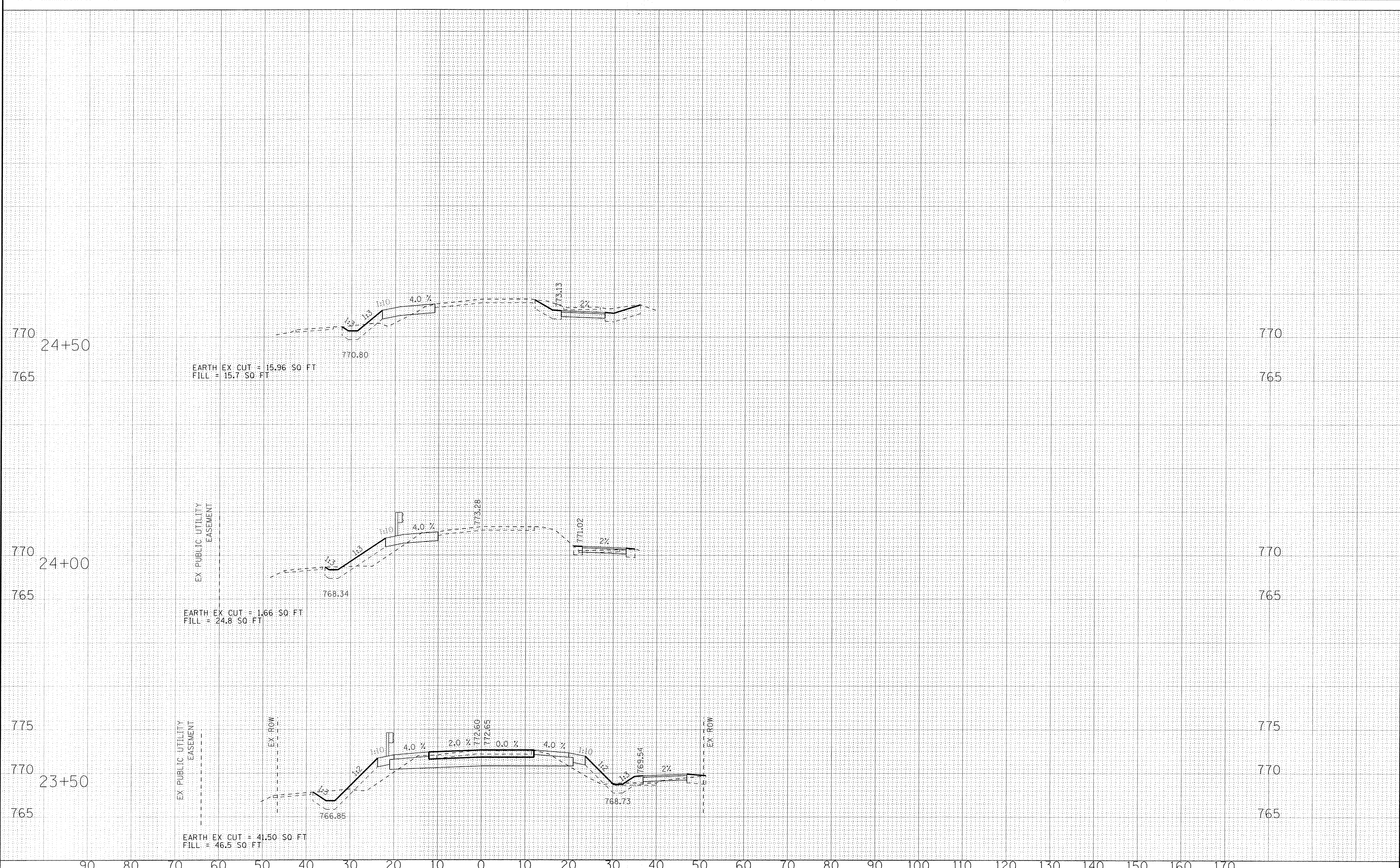
**CROSS SECTION
McDONALD ROAD**

SCALE: H: 1"=10' V: 1"=5'

STA. 21+50 TO STA. 23+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	69
CONTRACT NO.				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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 PROJECT: ILLINOIS STATE HIGHWAY 24, MCDONALD ROAD
 DATE: 6/20/2018



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DRAWN	KAR	REVISED	-
CHECKED	DJS	REVISED	-
DATE	XX/XX/XX	REVISED	-

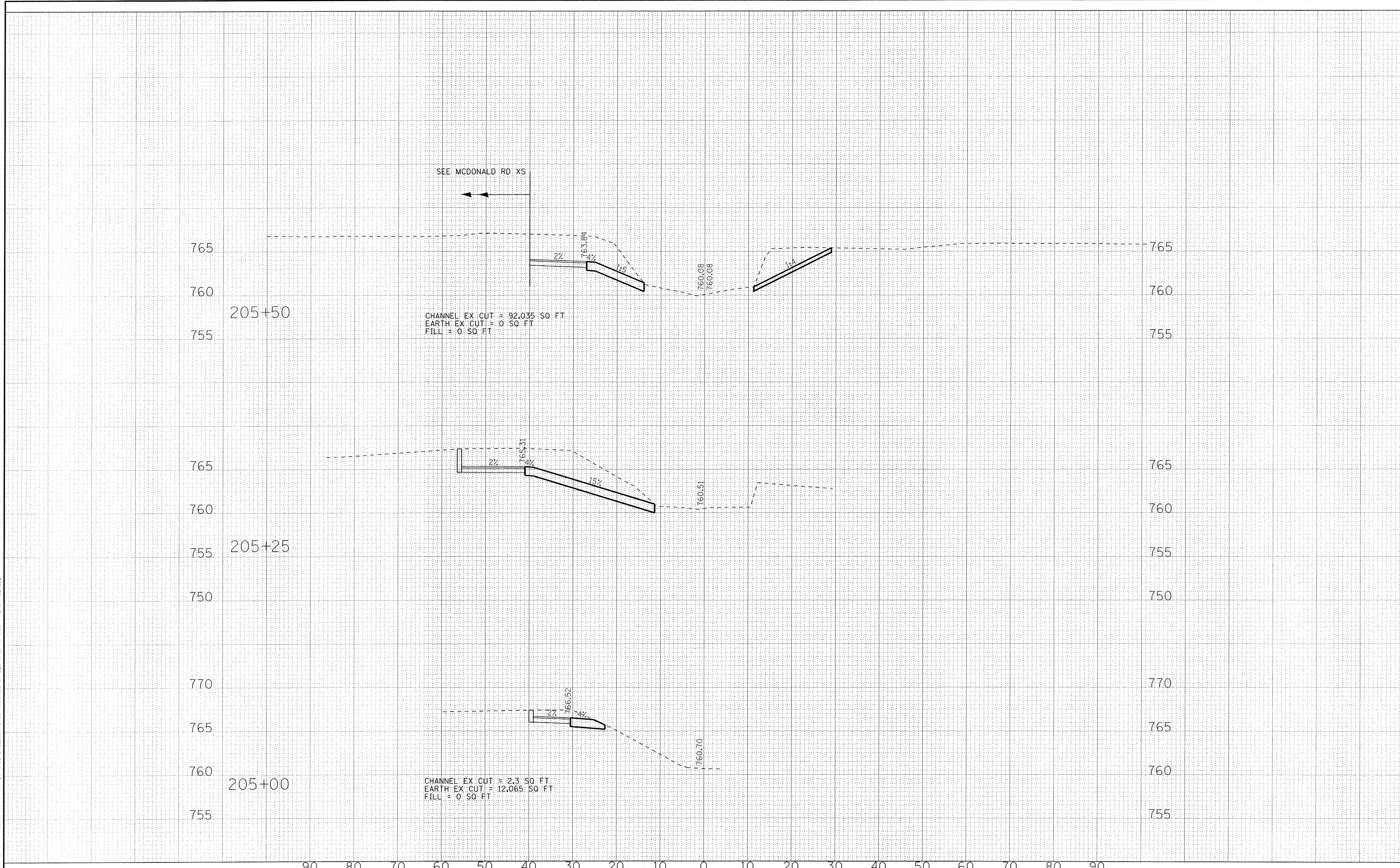
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTION
McDONALD ROAD**

SCALE: H: 1"=10' V: 1"=5' STA. 23+50 TO STA. 24+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
537	11-00038-00-BR	KANE	73	70
CONTRACT NO.				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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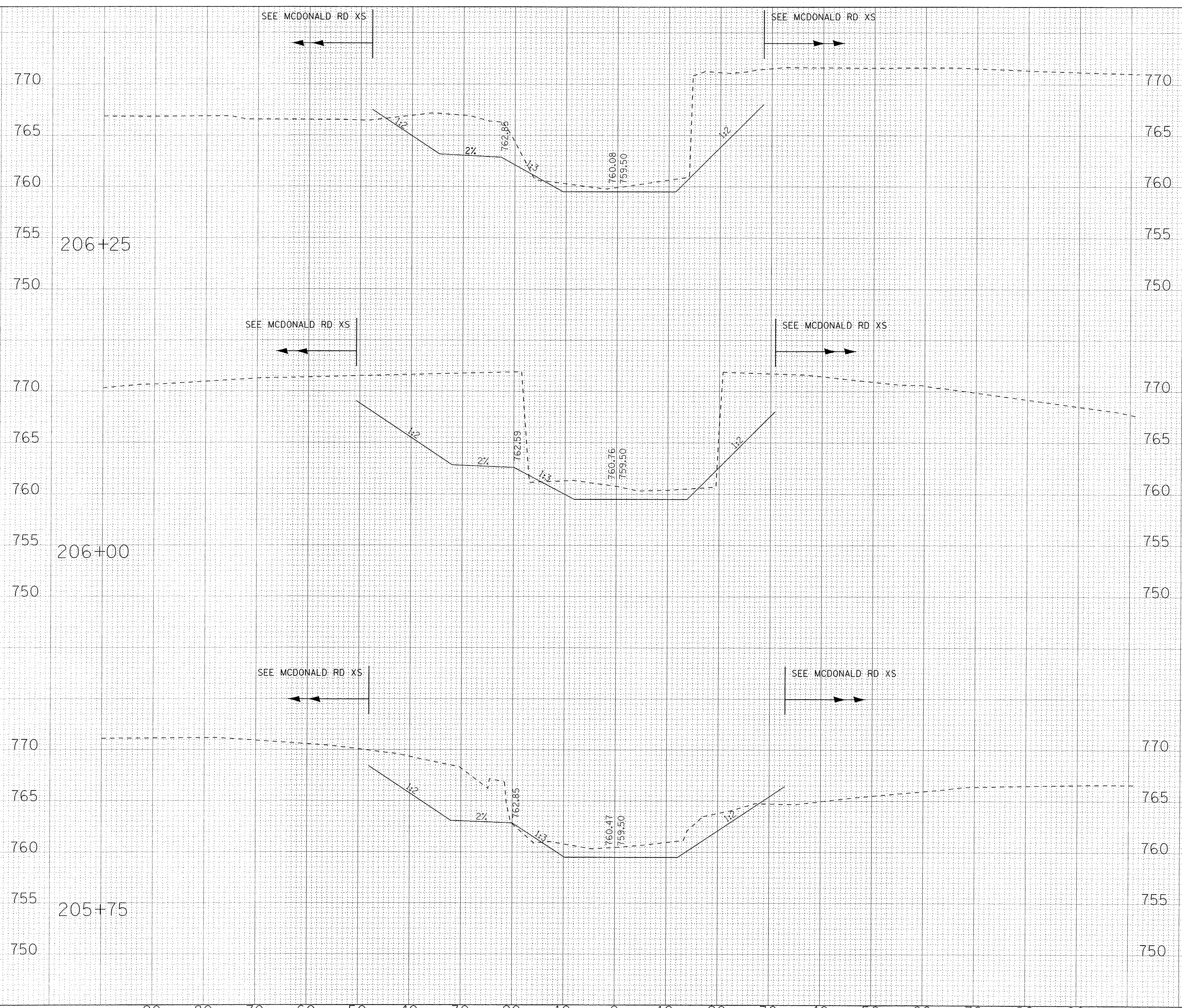
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DRAWN	- KAR	REVISED	-
CHECKED	- DJS	REVISED	-
DATE	4-22-16	REVISED	-

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTION
 OTTER CREEK

SCALE: H: 1"=10' V: 1"=5'
 STA. 205+00 TO STA. 205+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00038-00-BR	KANE	73	71
CONTRACT NO.				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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DEPARTMENT OF TRANSPORTATION

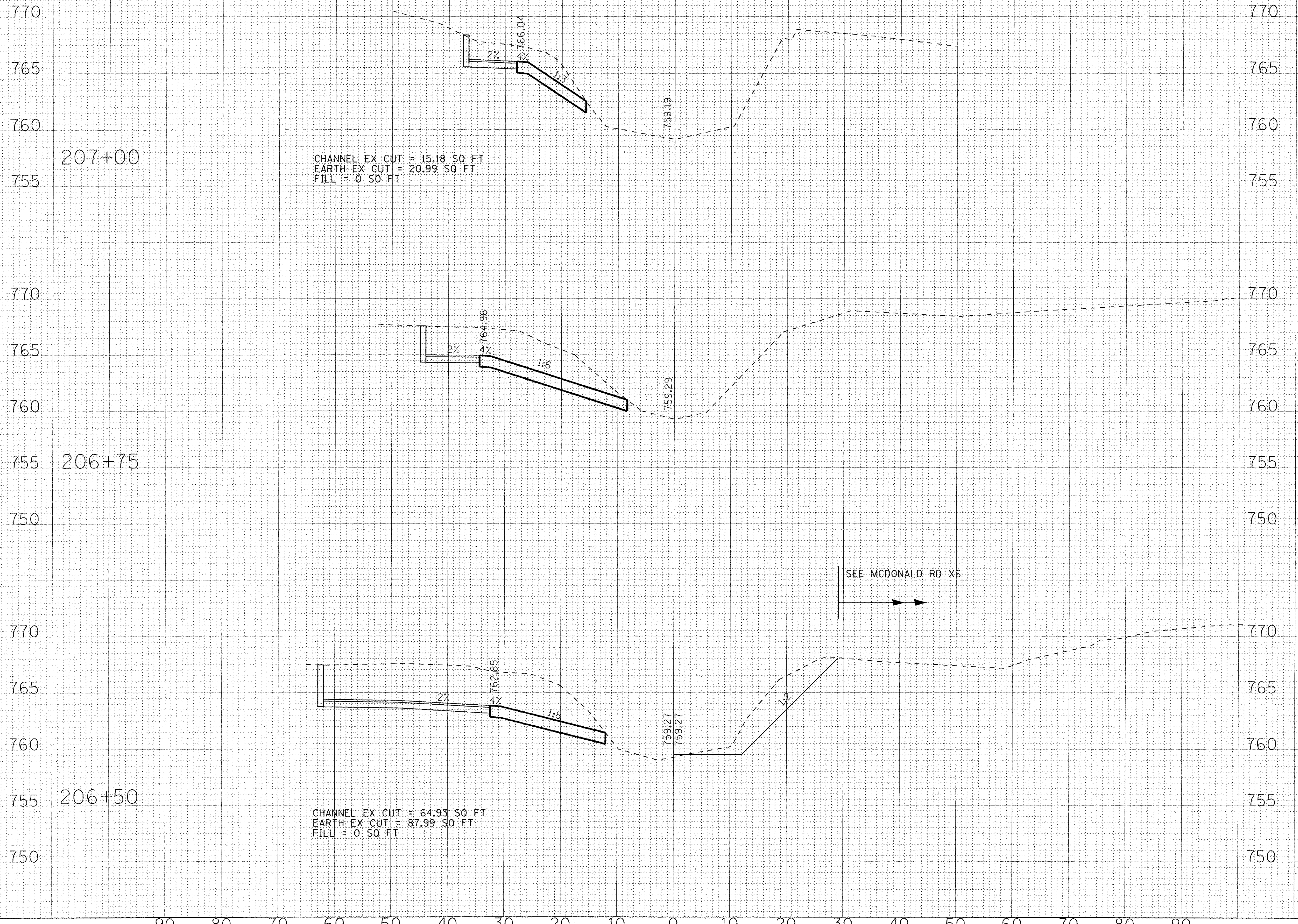
CROSS SECTION
OTTER CREEK

SCALE: H: 1"=10' V: 1"=5'

STA. 205+75 TO STA. 206+25

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00038-00-BR	KANE	73	72
CONTRACT NO.				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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CHANNEL EX CUT = 15.18 SO. FT
 EARTH EX CUT = 20.99 SO. FT
 FILL = 0 SO. FT

CHANNEL EX CUT = 64.93 SO. FT
 EARTH EX CUT = 87.99 SO. FT
 FILL = 0 SO. FT

SEE MCDONALD RD XS



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CHECKED	DJS	REVISED
DATE	4-22-16	REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTION
 OTTER CREEK

SCALE: H: 1"=10' V: 1"=5'
 STA. 206+50 TO STA. 207+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00038-00-BR	KANE	73	73
CONTRACT NO.				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				